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ABOUT THE COVER



I've watched Brett from a far for quite a while now. We jokingly started calling him the kid but there is nothing young or inexperienced about his abilities. In his Tribute to a Legend build he has shown the world that he has what it takes to be right up there with the best of them and even though you may not now his name yet, we are proud to put him on this cover!

FROM THE EDITOR'S DESK

DID YOU GET ALL THAT?



It seems that everywhere we go today everyone is sitting around with a smart phone in their hand, squeezing the extra drops of life's experience out, or so it would seem. While there are many benefits of having the whole world in ones hand, you have to wonder how much we short change ourselves at every turn because of it. What do we miss as we sit and wait to see if we got it all?

I recently fell victim of this myself as the entire week of Big Mountain Run I spent more of my time enjoying the fact that Heather and Amelia had never been on a real motorcycle adventure like it. So focused was I in fact that I nearly blew this issue that is made up of that event. When we got home and I realized that my normal "Johhny on the Spot" behavior with the camera and the GoPro fell prey to truly enjoying time with them, I felt instantly guilty for missing some of the action. Now, this is quite a different thing for us than it is for most since bringing the pictures and videos of what we do is how we make a living and the magazine

depends on it, but the truth is, you gotta stop and smell the roses baby, otherwise it's just as bad as workin' for the man. Fortunately for you our poor readers in this case, we have ample shutter bugs that were on hand and I knew they would have my back. But through the whole week, at each and every stop along

This issue is dedicated to **Richie Pan, in his short life he inspired so many of us, was a hard rider, a great artist, outstanding father and a world class example of a good man..**

the way I sat and marveled at groups of three, five, ten people all sitting in circles with their phones in hand. Of course I love seeing all the posts that went up from BMR on FB and Instagram, but I wonder if the stress of "Getting it all" doesn't somehow interrupt a persons ability to take it all in.

This was made bitter sweet when

we got the news that motorcycle artist Richie Pan was taken from us in an accident at the end of the Smokeout. I was leveled and thought about times that we spent on the road with Richie at art shows like the David Mann Show, living the life and making the pictures that portrayed it. I hope that the time I had with him would be enough for me to keep his memory, I know it can never truly be, but what more could I have gained from getting more pictures or video of us together? None that I could see, those memories are etched in my mind and yes it is invaluable to look through the pictures but isn't it just as important when you can remember a persons voice, how they dressed, their story or the last thing you may have talked about?

I guess all I'm saying is that for me, I see all this techno crap as a great resource but most of it comes with an on and off switch. Just remember that the people you are with right now are the most important thing you have going on. You decided to be with them for this minute, hour or day so get all you can from it man and pay attention to what they say and listen to their stories. If you're lucky, the next time you see them you can repeat some of them with a "Remember when" at the beginning. If you never do see them again, these might be the memories you will have to hold on to. This issue is dedicated to Richie Pan, in his short life he inspired so many of us, was a hard rider, a great artist, outstanding father and a world class example of a good man. Rest in peace my brother; keep a space for us right next to you so when we get there we can all paint the skies.

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BIG MOUNTAIN BMR 6

With my occupation I only get to do one rally per year so I like to do a different one each year. I've heard over and over about how fun and beautiful the Big Mountain Run

is but it's kinda far away from my home town of Cedar Rapids, IA so I hadn't made it to it yet. This year I had the opportunity to head out east a little early with my brother Darren McKeag to Steel City Harley Davidson's 10 year anniversary event. We hit the Pittsburgh area a few days early and were able to spend time with and help out Chris and his wonderful family with the magazine as it neared a deadline. Lots to do when deadline nears and there are also a bunch of BMR shirts and shop rags to print! It wasn't all work with no play as we were also able to share Killers graduation with them as well. Way to go kid, you're gonna do great! With the few moments of free time (and I mean few) Chris took us through the curves and mountains of his home town in PA and into downtown Pittsburgh. Thank you so much Chris, Heather and Killer for the hospitality! After deadline was met and all the printing was finished, it was time to head to Triple S Harley

Davidson in Morgantown, WV for the BMR pre-party where friends old and new gathered to camp and hangout in the parking lot. A screen was set up at the entrance of the dealership and we watched the World's Fastest Indian and

day of riding on the journey to BMR did not disappoint, it was amazing. We rolled into Bucks and were welcomed with home cooking, cold beverages, camping accommodations and the most incredible collection of Indian motorcycles and memorabilia I've ever seen! It is a must see for Indian or vintage motorcycle enthusiasts, so much history in one small building. The day brought even more people in from around the country to join in on the quest to the BMR along with the first night of drunken shenanigans and moonshine. We awoke once again the next morning, some of us a little hungover (Timmy) and started the final leg to the BMR! More mountains and curves and breathtaking scenery the whole way along with the company of Amelia made for another excellent day of riding. We were welcomed to the grounds which sit a few miles away from

Parsons, WV with smiles and hugs and handshakes. I had finally made it to BMR! It's like adult summer camp! We all got settled into our living spaces for the weekend and



ate popcorn till it was time to hit the hay. The next morning we all awoke to coffee and donuts and waited for a few others to roll in to take the ride to Bucks Indian for the night. The first

Parsons, WV with smiles and hugs and handshakes. I had finally made it to BMR! It's like adult summer camp! We all got settled into our living spaces for the weekend and

MAIN RUN 2015

Article By: Big Don Sandquist

Photos By: Heather Walker,
Matt Reel & Mad Stork





set up the booths and were ready to party! I made it my mission to make sure everyone had a beer in their hand at all times and the drunken silliness continued for the second night in a row. More moonshine... Some fruity and tasty and some that would strip the paint off your gas tank! The next morning we all arose once again and it was starting to feel like family more than friendship. Everyone was passed the handshake stage and onto the hugging stage so it made it that much more special. The ride for the day was heading to Blackwater Falls to see more of the beauty that WV had to show off. The falls provided an amazing backdrop for some quick "family" photos and a nice little rest before we headed back to the grounds. The view was so stunning that we had to make up an excuse to go back the next day. When we got back to BMR more beer and moonshine continued to flow and it was another stellar night of intoxicated bonding with new family. I found some new partners in crime in Jason, Kendrick, Timmy, RJ, Moonshine Mike and his little sidekick that the night was another drunken success! Darren woke me up early the next morning to ask if I wanted to take another trip to the falls. He was going to ask Missy to marry him and wanted a few of his closest friends to be there. We told her we were going back to get some more photos and she had no idea her life was about to change. We all strolled down to the falls, snapped a few pics and then Darren went for it. He could hardly speak and the tears came quick but he was able to pull out the box and ask Missy to be his wife. She was completely surprised and didn't hesitate to say yes and gave him a big hug and kiss. It was a beautiful moment and I'm so happy to have been there to see it. For the record I didn't cry at all... A little while after the engagement we went to a swimming hole on the river where the Tramp Triathlon was held. It's a crazy race involving running, riding and swimming. Every contestant put forth a worthy effort but I must say that Darren's balls to the walls performance was legendary! He didn't win but he definitely deserves honorable mention cuz holy shit!! COMING IN HOT!! The night came and more booze flowed, it was starting to hurt but it was just so damn much fun! Alva Leisure had made it so of course burnouts, flaming ramps and fireworks ensued. Saturday was a bittersweet day because it was full of activities but it was also the last day of BMR. The biker games and the burnout contest were on the agenda for the day. Some crazy weather and



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humid heat didn't stop us from having a great day. It was hard to cheer for any one person because you bond with everyone! The burnout contest was insane as usual. Everyone that participated didn't hold back at all. Three different bikes were set on fire, tires were burned until they popped and everyone had a show they'll never forget. The bike shows were crowning their victors, the guys selling merch were packing up and the last music performance was about to start. Big House Pete shredded for all of us into the wee hours and again the booze

was going down. It was a great last night to one of the best trips of my life. I met so many wonderful people that I would gladly open my home to if they ever came to my town. The riding, drinking, partying and all around tom foolery is a great reason to go to these events but to be honest my favorite part of these trips is the people. You meet some of the most genuine people from all over this great country and that is priceless. Sunday morning has finally arrived and everyone is packing up and starting that trip back to reality. It's the hardest day of

the event because it means goodbye, and you're recovering from a four day bender... I like to think it's more of a see you later but with some of the folks you have no idea when that will be. To everyone that attended the BMR this year, thank you. You have all made it so special to me and for that I am eternally grateful. Hope to see you all again soon. Big Don



Article By: Matt Reel

THE SPORTSTER CHALLENGE

A NEW FEATURE ADDED TO THE BIG MOUNTAIN RUN FOR 2015

Just like every year I sit here after The Big Mountain Run and find myself already anxious for next year's event. Every year we reunite with old friends, make new friends and check out what everyone has been building. Then we ride motorcycles and enjoy the beautiful scenery that West Virginia has to offer.

This year something new was added to BMR; The Sportster Challenge. What is The Sportster Challenge you ask? Well, the idea started out between R.J. Powell and myself as a way to finish (on my part actually start) Sportster projects that we both had. While discussing our plan to push and help each other finish our Sportys Chris Callen overheard us and said "let's open this to everyone".

If you're going to have an all Sportster competition you have to have one person involved, Pat Patterson from Led Sled Customs. A call to Pat and he was immediately on board. Not only was Pat in but

he offered unbelievable deals on his parts for the entrants and would pick a "Led Sled Choice" at the show. Shortly after that Browns Custom Coatings stepped up with 25% off all powder coat work for entrants.

So, we had a name and we had suppliers stepping up to help guys

for the Challenge. When all was said and done 15 made the show. Not bad considering the stories we heard about people trying to get their rides done. Take Bob Streets, Bob took time out of his build schedule to paint 2 other Sportsters for the event including mine. Bob had his done literally the night before he needed to be at Bucks Indian. The only problem, his fresh kick only, mag fired Iron Head refused to light. Bob didn't make the ride but when he finally rolled into the BMR grounds around 1am Friday morning the entire place erupted in cheers.

Then there are touching stories like Fenton Fadeley and how his bike, Charlie IV, came to be. How about Max Bowersox and everyone telling him the combination

he was putting together would never work. Not only did it work it was a bad machine. Or my own story of how at 2 o'clock Wednesday afternoon mine was running fine and then refused to start again. I had to give in after midnight and finally trailered mine to BMR where I let the magic touch of Terry Summers get it running again.

When time came for Led Sled to



get their builds done, now what? It was decided to be eligible for the Led Sled pick entrants would have to be at Bucks Indian in Romney WV and from there ride their bikes to the BMR grounds. Other than that we just asked that they post some regular pictures on the Sportster Challenge Bookface page.

As the time for BMR drew closer roughly 30 people had pre-registered

pick a winner they realized they had quite a chore ahead of them. After a lot of thought and discussion, Fenton Fadeley received the honor. Fenton had built a cool little lane splitter with one of Led Sleds first mid control clutch set ups.

In my opinion, when all was said and done The Sportster Challenge was a success. Regular guys got to show off what they could do in their own garage, friendships were made, and stories were told. Led Sled has already said they would be back with sponsorship next year and it's going to be bigger and better.

On a side note if you didn't make it to BMR this year I wouldn't bother coming next year, it wasn't that great. Wink, wink, nod, nod.



Luke Atkinson



Jeff Fording



RJ Powell



Jason Henry



Matt Reel



Brian McCartney



Kendal Michael



Robert & Tracy Anderson



Bob Streets



Terry Summers



Max Bowersox (Buckle)



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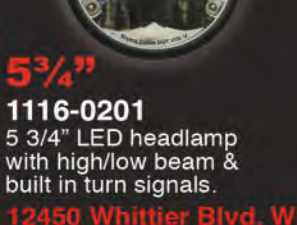
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Article By: Chris Callen

THE HILLBILLY INVITATIONAL

SECOND YEAR OF THE EAST COAST & MIDWEST BUILDER SHOWCASE



Brett Saddington – Bedminster Orchard
Perkasie, PA



Will Ramsey – Faith Forgotten Choppers
Louisville, KY



Jeff Cochran – Speedking Racing
West Harrison, IN



Pat Patterson - Led Sled Customs
Dayton, VA



R.J. Powell - Cutting Edge Customs
Morgantown, WV



Nick Beaulieu - Forever Two Wheels
Windham, ME

This was the second year for the BMR to host the “Hillbilly Invitational” which is a showcase of talented builders from the national scene who hail out of the east coast and mid-west areas. While this was a hard year for some of the invited builders to make it with the other responsibilities they had, one who was in an accident and one who broke every vehicle he owned in an attempt to make it, those who did, set the bar high. A Sportster, a Buell, A Pan and three shovels set the stage with so much detail to look at it was nearly impossible to judge.

On the line for winning this prestigious hillbilly affair was not only a full feature in Cycle Source Magazine but an automatic entry into the World Class “Artistry In Iron” event during Las Vegas BikeFest this year. The way it works here, to keep it on the up and up, is a three way voting system.

One was made up of the builders themselves, one was from a panel of judges at the BMR and the other was from you, the fans at home.... Well, on social media. We posted all the pics of this year’s contestants and added up the likes by midnight on Saturday. The combination of those three voting tallies named this year’s winner.

Without further adue we are proud to announce the 2015 BMR Hillbilly Invitational winner as Jeff Cochran of Speedking Racing. Jeff’s bike was a crowd favorite all weekend and had been closely watched since the minute he started posting pics of it on instagram. Congratulations Jeff. Only problem is he had already promised the feature to The Horse but keep your eyes peeled for an upcoming pictorial in that fine magazine shortly.



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LASHING NEWS

ADJUSTING THE VALVE LASH ON A YAMAHA XS650

Article & Photos By: Daniel Donnley
www.pandemoniumcustomchoppers.com



In a past tech article I went over tool maintenance for your shop. This month I am going to show you some of the maintenance that I do on my bikes. So with that said let's get into it!

For this month's tech I am going to show you how to adjust the cam chain, and adjust the valve lash on a Yamaha XS650. This adjustment is common on most parallel twin engines. This can be accomplished with basic hand tools and your good ol' shop manual. This is necessary to keep your sweet ride in tip top running condition.



To start things off I remove both spark plugs. This will let you rotate the engine over easily



Remove the acorn nut cover to gain access to the cam chain adjustment screw. What you are after here is for the inner push rod to be flush with the end of the screw. While rotating the engine over you will notice that the pushrod will move in and out slightly. You want the rod to be as flush as possible while rotating the engine. Now your cam chain tension is adjusted. Reinstall the acorn nut cover.



Remove all 4 of the valve tappet covers. This will give us access to adjusting the valve lash.



Bring the engine to top dead center on compression stroke by aligning the timing marks on the alternator. I always start on the left side of the engine. This is what I call the accessory side.



If by chance you are running an after-market alternator setup you may not have these timing marks. So you can use a wooden dowel to bring the piston to its highest point. This is a way to verify top dead center. And at this point I always verify that the cam is on base circle. Meaning not on a cam lobe.



With your manual in hand look up the valve lash specs for your engine, for a Yamaha XS650 I set the intake valve lash at .003 and the exhaust valve lash at .005. With wanting my intake valve lash at .003 I pull out a .003 & a .004 feeler gauge and verify that the .003 fits with slight drag and the .004 does NOT fit. I use this for a "go" "no go" gauge". I do the same for the exhaust with a .005 & .006.



Valve lash adjustment screw is turned in for tighter clearance out for looser clearance.



9 - So with the accessory side of the engine valves adjusted (left) I rotate the engine 1 full revolution and then verifying once again that the cam is on base circle, then adjust the valves on the right. Reinstall all 4 tap-pet covers... Now your valves are adjusted!



Adjusting your cam chain and setting your valve lash is a very straight forward process that can be done in less than an hour. The reason that I recommend doing this is, these 2 things can come out of adjustment and cause minor hiccups and with these adjustments your engine will be in tip top condition. I recommend doing these adjustment's every 1000 miles. If you have any questions, please feel free to call me at the shop anytime 419-576-6812

Daniel Donley
Pandemonium Custom Choppers



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WITH A LITTLE HELP FROM HIS FRIENDS

HIGH &

Article By: Roadside Marty Photos By: Chris Callen

For most of us that ride Harleys, as well as some that don't, the sound of a Harley is one thing that is definitely something that you don't forget. In my opinion the best sounding H-D motor is a cone Shovelhead with straight drag pipes, it might not be the best performance combination and it might get you some extra attention from the boys in blue but that sound just feels and sounds right! Now, some people in the Chopper "scene" might dismiss a cone Shovel as

something that's more readily available than something a bit more vintage but they would not be giving the alternator Shovels the credit they deserve. It certainly doesn't help with the AMF era reputation of poor quality and workmanship that they have endured over the years but I can assure you that any deficiencies have probably been corrected several times over. I've been fortunate to have owned several over the years and they have never let me down! I don't think Scot Santore, the owner of this fine machine, really gave a damn about





TRASH

**BIKES OF
BIG MOUNTAIN RUN
2015**

that reputation when he picked up the Shovel as a stock FXE in Pittsburgh, PA 4 years ago. At the time he says it was a good deal so he grabbed it up. Scot started riding in 2001 on a 59 Triumph after racing mountain bikes competitively as well as being involved in a few other hobbies. One day at work he mentioned to one of his co-workers, Mike Toth that he wanted to chop the Shovel and then it was

game on. He picked a Haifley Brothers hardtail kit and rode it over to Mike's garage and between the two of them they had the bike stripped down before the engine had cooled off! Well, as most of us can relate life and work soon got in the way of any progress. So, after some horse-trading between each other another good friend, Josh Berklovich stepped in to finish it up. Scot has always been a fan

of choppers from the late sixties to the early seventies because of their rideability as well as their looks, so that's the style he wanted to build with this bike. That beautiful front end came to life with a set of Mullins Chaindrive narrow trees along with the front spool and front axle laced to a 21 inch rim gives this a bike a timeless look, they also supplied the kicker pedal! The Sporty tank came from Throttle Addiction and that sweet flame paint job came from Michael Geltz aka The Flying Weasel and it came out excellent. Because he really wanted to ride this bike hard they decided that a set of mid controls were in order so Josh took the stock FXE rear brake pedal and used it in the stock position and he fabricated a matching left side that clears the BDL belt



CYCLE SOURCE

drive with a Rivera Pro Clutch perfectly! Josh also made those sweet over and under shotgun pipes out of stainless steel as well wiring the bike. Scot says the Haifley Brothers kit was a walk in the park for Mike, that trick King and Queen seat pan was made by Mike as well as the stainless steel sissybar that holds it in place, he also shaved the lower legs to keep the lines on the front end smooth since they weren't going to run a front brake. Scot would like to thank Ginger McCabe of New Church Motoworks for the fantastic job she did covering the pan Mike made. While Mike and Josh handled most of the fabrication duties Scot helped wherever he could including polishing all of the parts. Scot said the motor ran really well since the day he bought it so all that was needed was a little bit of cosmetics which included new chrome rocker boxes, tappet blocks, cam cover and a high flow oil pump. The bike originally came with a rotary top



HIGH & TIGHT TECH SHEET

OWNER: Scot Santore
FABRICATION BY: Ratchet Jaw / Wang
CITY/STATE: Hopewood, PA
YEAR: 1980
MODEL: FXE
VALUE: 5 Dollars
TIME: 2 Years

ENGINE

YEAR: 1980
MODEL: FXE
BUILDER: Ratchet Jaw / Wang
IGNITION: Points
DISPLACEMENT: 82"
PISTONS: Stock
HEADS: Stock
CARB: S&S Super E
CAM: Hot
AIR CLEANER: Benchmark
EXHAUST: Stainless
PRIMARY: BDL

TRANSMISSION

YEAR: Early
MAKE: Ratchet Top
SHIFTING: Foot

FRAME

YEAR: 1980
MAKE: FXE W/ Haifley Rear
RAKE: Stock
STRETCH: None

FORKS

MAKE: 41mm
BUILDER: Ratchet Top
EXTENSION: 4 Over
TRIPLE TREES: Mullins

WHEELS

FRONT WHEEL: Mullins Hub
SIZE: 21"
TIRE: Avon
FRONT BRAKE: Why?
REAR WHEEL: Star Hub
SIZE: 18"
TIRE: Avon
REAR BRAKE: Juice

PAINT

PAINTER: Michael Geltz
COLOR: Black
GRAPHICS: Flames
CHROMING: M and P Chrome

ACCESSORIES

BAR: Noise
RISERS: Biltwell
HAND CONTROLS: Stock
GAS TANK(S): Throttle Addiction
FRONT FENDER: Why?
REAR FENDER: Ribbed Duckbill
SEAT: New Church Moto
FOOT CONTROLS: Made
MIRRORS: Pangea Speed
OIL TANK: Panhead
HEADLIGHT: Throttle Addiction
TAILLIGHT: BCM
SPEEDO: Why?

PHOTOGRAPHER: Chris Callen

transmission but Scot picked up a ratchet lid 4 speed case and had the local old timer he bought it from build him a bullet proof transmission. One thing Scot really wanted me to pass along was this little tech tip, it seems that the original rear wheel cylinder in his juice drum assembly was hitting his sissybar so a good friend, Dave

Herr, told him to just roll down to his local Napa store and buy a 1955 Nash right wheel cylinder because the port comes out of the opposite side, 27 bucks later and all of his clearance issues were solved! All in all Scot ended up with one damn fine machine for his first custom build which is why he won the ride in bike show at this year's Big Mountain Run, quite an honor if you ask me! Great job Scot, we're looking forward to seeing what you come up with next! Roadside

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VOICES OF THE BADLANDS

Article By: Jim Red Cloud

Rainbows, rainbows everywhere!! It's amazing to me that one of *Tunkasila's* (the Grandfather's) most amazing creations has been used to represent such contentious ideologies and lifestyles. And I'm not just talking about Gays & Lesbians, either...

There's this people called the *Rainbow Family of Living Light* and about a month ago or so the Rainbow Family moved into the Black Hills. They established their camp in this remote - out of the way place near Deerfield, SD where they're going to hold their annual Rainbow Gathering. These people are all about peace, love and smoking weed yet, I've never seen so much bullshit surround a people in all my life! Since the Rainbow Family declared that they were going to hold their gathering here, I've watched as all kinds of people have come out of the woodwork making claims on the "Sacred Black Hills" and saying that the Rainbow people had no right to gather there.

It started to look like people around here were scared of a few Goddamn hippies so I rode my pony out "Hippy Hunting" last week to see what everyone is so afraid of! Their encampment was so far removed from everything, they can't possibly be bothering anybody! In fact, it took us all morning long to find the place. When we finally got there, we see this big old bus painted all different colors - and there they were - the hippies from Hell! The very ones that had struck fear in the hearts of mainstream America. But, as soon as we pulled up; before they even said "Hello" they were asking if we wanted something to eat?

What the F@#K is everyone so afraid of?! Is it the dreadlocks? The funny way they dress? The smell of "Green" floating on the air? Or maybe mainstream Americans have been watching too much South Park (Cartman: "HIPPIES, HIII-PPIIIIES ALL AROUND ME they want to save the world but all they do is smoke pot and smell bad!")

I'll tell you what it really is tho... The Rainbow Family represents freedom! They represent that 1% of the population that says 'F#@k convention!' These people choose to live exactly as *Tunkasila* designed them to be... Independent, free spirits who drive minibuses and live a communal life looking for enlightenment in whatever form it takes.

Enter another kind of rainbow... Just this past week, the US Supreme Court cited the 14th Amendment to take away States' rights to decide about same sex marriage and the Whitehouse was lit up like a rainbow in celebration!?!? I mean WTF!?!?



I'm not ranting about same sex marriage right now. I'm talking about Americans just sitting back - celebrating even - while an already bloated and malignant government takes yet another reserved power away from the States!

So, I've been thinking... The counter-culture (hippies) of the 1960's realized they could reject the beliefs and actions of the government and the mainstream culture and found that it was alright to question and protest what our government was doing.

The biker community has *millions* of people in it and if we could possibly come together and overload the internet - those 535 politicians in Washington DC will stop stuffing their shit



down our throats! Even the US Supreme Court can be swayed by public opinion so, let your opinion be heard!

Think about it... Just a couple of years ago the PC world went crazy over comments made by Duck Dynasty's patriarch, Phil Robertson. Cracker Barrel publicly announced that they had pulled all Duck Dynasty products from their stores nationwide and A&E said they would take the show off television. But, neither of them had counted on the million or so individuals who rallied behind Phil on the internet saying he has a right to say what he wants like anybody else! That million man army went to work on the internet and threatened to boycott Cracker Barrel & to never watch A&E again. And, in a fairly short period of time both Cracker Barrel and A&E backed down!

What I'm saying is that we can't just sit back and continue to allow Big Government to grow bigger! But, it doesn't matter if it's Big Government or Big Business either...

Sick of making China rich? Spread the word to boycott all Chinese goods for just one week and see what happens!!

In 2001, Tyson chicken was indicted for smuggling a bunch of aliens into the country to work at their factories and farms instead of

hiring Americans locally. Ten million voices could have shut them down for good!!

Tired of paying ridiculous prices for motorcycles? Insurance premiums? Property taxes? We can bring it back under control by joining the internet army and coming together as one voice! With the internet at our disposal, we are an army, and we have real power. Or do we?

In his book, *Black Elk Speaks*, the Lakota Holy Man tells of the time when he was suddenly taken ill and left prone and unresponsive for several days. During this time he had a great vision in which he was visited by the Thunder Beings (*Wakinyan*), and taken to the Grandfathers. As they walked, there was ... "a heaped up cloud that changed into a tepee, and a rainbow was the open door of it; and through the door I saw six old men sitting in a row." These spiritual representatives of the six sacred directions: west, north, east, south, above, and below were characterized as kind and loving, full of years and wisdom, like revered human grandfathers. And the rainbow was the door through which Black Elk had to pass to receive their knowledge, understanding and enlightenment...

Now that's *REAL* power!



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CHOPPER CHARLIE

CHRONIC WANDERLUST

AND ITS CARE AND TREATMENT

Article By:
Chopper Charlie



If I had closed my ears and looked around I would have bet top dollar that I could have been at any number of killer chopper parties here in the United States. With rebel flags flying, original and chopped Pans, Knucks and Flatheads, even an '80's metal cover band, it had all the makings of a 1970's chopper mag photo reenactment... except everyone spoke Italian. I'm speaking of the Road Crew 2015 party Kayla and I attended in May near Florence, Italy. What's written in the following paragraphs isn't a rundown of every cool bike we saw, though there were plenty to choose from, or a tale of drunken debauchery, because we didn't see much of it, but more about the overall feel. This is a brief insight into how it's done across the pond and I suppose some of my own personal philosophy on what I'd like

to see (and think others would like to see as well).

Deep in the woods of Italy, chopper

was similar to many other events I have attended with a couple of glaring differences. Differences that set this event apart from any other and differences I hope to start seeing here in US. For one, as Kayla and I stopped and looked around, we noticed that there were no clicks. You know how sometimes you roll into an event and everyone is separated into little groups based on where they stand in the chopper hierarchy: That didn't exist here. Everyone was simply there for the love of motorcycles. It didn't matter what kind of bike you were on, who you knew or what you did, they were just happy you were there. If they didn't know you, they would make the effort to introduce themselves. We watched this happen not only first hand, but all around us. Let me tell you, in a world where so many seem concerned with how they look on Instagram and



enthusiasts from around the region gathered among three hundred tents and motorcycles to share their love for the life. The life I'm referring to is the one that combines travel, brotherhood, family and of course, choppers. For the most part, this event

Facebook, who they know and what events they are “seen” at, this was extremely refreshing. One-All barriers regarding social class, knowledge of motorcycles, how many miles you have under your belt, along with any other reason you might think of makes them more special than the next guy, were knocked down. Call me a peace loving hippy all you want, but it was damn nice to see this. Two- not only did everyone seem to be old friends, even if they weren’t, but when it came time to fill their bellies everyone stopped what they were doing and lined up for a plate of pasta. Yeah, pasta, at a chopper party. But hey, it was Italy. I won’t even get started on the espresso and croissants they served in the morning. After receiving their plate of spaghetti everyone proceeded to sit down, together, and enjoy a meal with friends old and new. It was like sitting down to a meal with my family, with a little more colorful conversation of course. This was certainly a first for both Kayla and I. Sharing in a family style pasta dinner, in the woods of Italy, surrounded by amazing motorcycles with some of the most genuine folks I’ve ever met; well that’s hard to beat. I realize I keep using the word family, but that’s because it’s the one word that truly sums up the experience. It was a zero ego, zero drama, zero bullshit environment...as it should be.

What I’m getting at here is that we rolled out the following morning feeling excited about our experience and brainstorming ideas on how to recreate it in the US. How could we bring our experiences here, to the United States? We arrived at the idea we are calling the Marinara Mountain Run. It will be a party for everyone to get know each other better, meet new friends and simply enjoy the natural beauty of the Rocky Mountains. The run will take place at Tarryall Reservoir near Jefferson, CO the weekend of September 19th. Our hope is to share our experience by providing a free pasta dinner, free camping and an environment free of egos and drama. If this sounds like something you want to be a part of then load up your motorcycle, regardless of what kind it is, and get yourself there!



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A CYCLE SOURCE FIRST 2015 STRIKE TAKING IT THROUGH



CYCLE SOURCE - BETWEEN THE LINES

Speed and Strength® SS2500 Hell 'n Back™ Helmet

I wanted to try more of a dual-purpose helmet that incorporated a visor and provided a dirt-bike feel with more visibility. I got several compliments on the helmet for its rugged looks. The fit was comfortable once I removed the cheek pads; it gave plenty of protection from the elements; and it was easy to put on and remove. For long trips, I removed the visor because it seemed to catch just enough wind to cause some neck strain. I guess I should have opened the Splitstream vent. www.ssgear.com MSRP \$199.95

CYCLE SOURCE - BETWEEN THE LINES

ZEAL Tracker glasses

I'm a sunglasses snob. Trying to find a good pair of riding sunglasses is almost impossible, mostly because of how much I wear them. I chose ZEAL because they are a local Colorado company, and they have exceptional optics. What I found while riding, shield up or down, low light or glaring sun, was that these glasses performed exceptionally well. The wraparound design shields the eyes from wind and debris, and the tinting proved perfect for any condition. I even rode with them in a downpour and noticed they enhanced the contrast. www.zealoptics.com MSRP \$119.00

RIDE STREET GLIDE THROUGH ITS PACES ON THE PCH

Riding a motorcycle connects me—to people, the road, the environment, and all my senses. The obvious connection with people is the riders I have met over the years and the passion we share for being on two wheels. Riding pervades everything I do, and motorcycles have been my career, in one way or another, for well over a decade. When I first courted my wife in college, I had a very ratty Subaru and a Honda Shadow 1100—all black, no badging, and obnoxiously loud. On our second date, I cooked her dinner and took her on a motorcycle ride. She told me later that that was what sealed the deal. Motorcycles have been a part of our story, and I got my first custom bike from Jeff Cochran when she was pregnant with our first child over nine years ago.

Kids came, and we got busy. I rode and fixed my bikes. She got on the back of a few of them, but, honestly, we just didn't have time like we used to, and it's hard to haul kids around (although I did think about a sidecar). When the opportunity to ride the California coast on a new Street Glide Special (FLHXS) came up, it seemed like the obvious choice to invite her and see if we could get back into the two-up state of mind.

It never rains in southern

California—that has been my experience. I decided to bring my wet weather gear just in case, and, boy, was I glad I did. I showed up at Harley fleet services, signed my life away, and met up with a buddy to head north and meet my wife. We made it 30 minutes before the sky opened up on us; there were times when I saw a wake coming off the rear wheel of his BMW GS 1150. I stayed on the highspot, where the Dunlop tires gave me the needed traction, and I hoped my gear was as good as I remembered. The

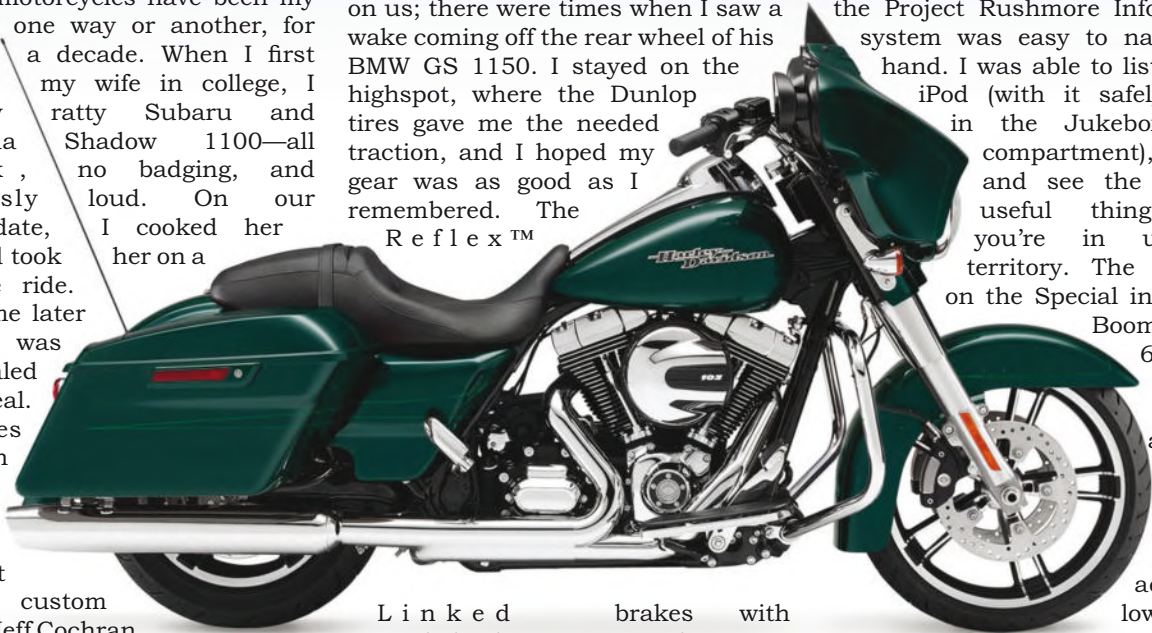
Reflex™

My initial reaction to the 2015 Street Glide Special was a familiar one. I had put some miles on a hopped-up version in Daytona, but this one felt very similar. I had a surefooted feeling at stoplights, the controls were easy to reach, and the foot position was comfortable. Once I got familiar with it, the Project Rushmore Infotainment system was easy to navigate by hand. I was able to listen to my iPod (with it safely stowed in the Jukebox sealed compartment), navigate, and see the time—all useful things when you're in unfamiliar territory. The upgrades on the Special include the Boom!™ Box

6.5 GT audio, ABS, and hand-

adjustable lowered rear suspension.

I cruised at highway speeds, in stop-and-go traffic; I split lanes,



Linked brakes with ABS helped on more than one occasion, and the Batwing fairing kept me buffered from the elements.

CYCLE SOURCE - BETWEEN THE LINES

Speed and Strength® Rust and Redemption™ Gloves

There are only a few contact points when you ride, so I always make sure I have great gloves. I've had my hands dyed from cheap gloves, gotten callouses and numb fingers. The Speed and Strength® Rust and Redemption™ gloves offer the perfect amount of padding and grip on the palm while providing a snug protected fit. www.ssgear.com MSRP \$69.95



CYCLE SOURCE - BETWEEN THE LINES

Speed and Strength® SS 1700 Helmet

Modular helmets are one of the best inventions ever. They make putting a helmet on and taking it off easier. The one-touch button on the front of the SS 1700 is easy to operate with gloves, and the visor comes down easily and seals well. With an MSRP of \$199.95, it might be one of the least-expensive modular helmets out there. www.ssgear.com MSRP \$199.95



rode at night, and enjoyed a leisurely cruise down the PCH with some gents on ARCH bikes fitted with 124-inch S&S motors—I kept up with them fine, even in passing lanes.

The real treasure of the Street Glide Special is comfort combined with Hot Rod looks for rider and passenger. The full fairing kept the elements at bay and buffered enough wind so I could ride in driving rain for over 200 miles in 50-degree weather and not get soaked (I was cold but not saturated). The stable and nimble (yes, I said nimble) handling while riding two up was a pleasant surprise,

because riding with a passenger on a bagger—even an experienced one—can sometimes be . . . sluggish. My wife loved the comfort the passenger seat offered, plus ample additional storage for extra layers, water, and more. What I found on the Street Glide was something that only my wife and I shared—a moment in the breeze, with the California salt air, and nothing but possibilities. Name something else that can do that.



CYCLE SOURCE - BETWEEN THE LINES

Speed and Strength® Rust and Redemption™ Jacket

I typically ride in leather, because that's what my mentor always rode in. It makes sense, in the event of a crash, to abuse dead animal skin instead of your own. But leather can get hot, so I was looking for a jacket that provides the same protection but offers some airflow. I rode with the Rust and Redemption, lining intact, after the weather turned nicer. I rode in temperatures ranging from mid 40s – upper 60s and was comfortable. It fit well, allowed me to make normal movements, and I didn't feel like I was trying out for a role in *Mad Max*. www.ssgear.com MSRP \$199.95



CYCLE SOURCE - BETWEEN THE LINES

Speed and Strength® Tough Love Women's Jacket

Women's motorcycle jackets typically fall into one of two classes: they either



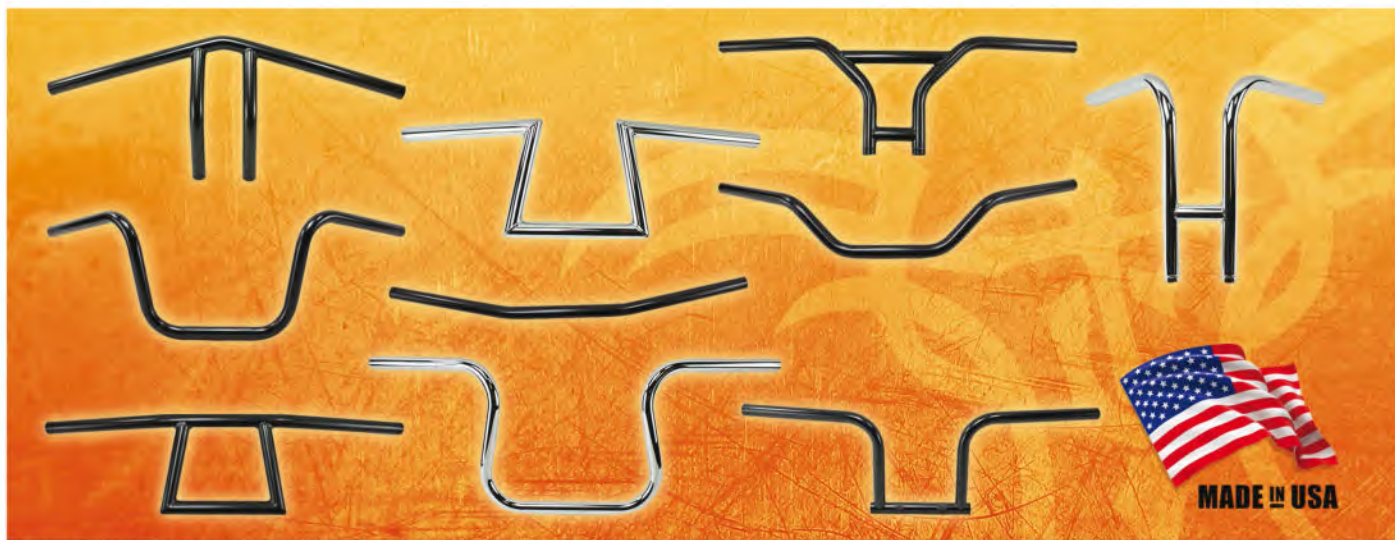
look/fit good or they provide good protection. This Tough Love jacket has all the necessary padding and looks great. It lets a woman look like a woman, be protected, and allows for proper ventilation. My wife put some miles on this jacket in a variety of weather conditions, with temperatures ranging from the mid 40s to upper 60s, and it kept her warm, protected, and looking like a woman. www.ssgear.com MSRP \$199.95

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1. Extra hole in the frame at the neck
2. Removed pushrod tube from rear cylinder
3. Removed speed hole on shifter
4. Filled in timing cover
5. Extra allen head on cam cover
6. Removed overflow tube under motor
7. Extra bar & shield medallion on generator
8. Extra ride bell under front pipe
9. Removed seat hinge
10. Removed starter



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COOL EVENTS AT STURGIS '15

CHECK OUR WEB SITE FOR LAST MINUTE CYCLE SOURCE EVENTS

Buffalo Chip

Evel Knievel Thrill Show-Fri., July 31 – Sat., Aug. 8
AMA Extreme Dirt Track National ATV Races-Fri., July 31-Sat., Aug. 1
Outlaw Truck and Tractor Pulls – Sun., Aug. 2 – Mon., Aug 3
Full Throttle Mag. Bike Show-Sun., Aug 2
Legends Ride Mon., Aug. 3
Full Throttle Mag. All Harley Bike Show-Mon., Aug 3
Seattle Cossacks Motorcycle Stunt and Drill Team-Tues., Aug 4-Thurs., Aug 6
Biker Belle's Reception-Tues., Aug. 4
American Iron Mag. Bike Show – Tues., Aug. 4
Black Hills State Univ. Jackets Ride -Tues., Aug. 4
Cycle Source Ride – Tues., Aug 4
TORC - Championships-Tues., Aug 4-Wed., Aug 5
Cycle Source Bike Show-Wed., Aug 5
Freedom Ride – Thurs., Aug. 6
Rat's Hole Bike Show – Thurs., Aug 6
Doug Danger's Terrifying Jump Attempt-Thurs.
Nitro Nationals Hill Climb-Thurs.-Fri.
"The One Ride" Charity Reception-Fri.-Aug. 7
Throttle Girl's Lakota Heritage Ride-Fri., Aug. 7
UniMotorcycle Drag Racing-Sat., Aug. 8

Sturgis – In General

American Motordrom Wall Of Death- All Week-
Indian Motorcycles Of Sturgis
AMA Supermoto "Elephant Run"-Sturgis City Park – Sat.; Aug 1, Sun.; Aug 2
Jack Pine Gypsy Moto-X- Sturgis – Sun.; Aug 2
Jack Pine Gypsy Hill Climb-Sturgis – Mon. Aug 3
Jack Pine Gypsy Short Track-, Sturgis-Mon.-Tues.
Mayor's Ride-Mon. Aug 3
Dakota Thunder Run- Box Elder, Tues.; Aug 4
Pappy Hoel Classic-Vintage Races-Meade County Fairgrounds-Tues.Aug 4
Jack Pine Gypsy Verta X-Sturgis-Wed. Aug 5
Pappy Hoel Classic – Pro Half Mile Races-Meade County Fairgrounds-Wed. Aug 5
Jack Pine Gypsy Bagger Races-Sturgis-Thurs. Aug 6
Jack Pine Gypsy Tour-Sturgis – Thurs.; Aug 6
Jack Pine Gypsy Rodeo-Sturgis-Thurs.; Aug 6
Freedom Celebration Ride-Spearfish-Thurs.; Aug 6
Jack Pine Gypsy Pro Hill Climb-Sturgis-Fri.; Aug 7

Broken Spoke Campground

Sons of Anarchy Meet & Greet-Sun.Thurs.

SOA Final Ride- Tuesday, Aug 4
Vintage Bike Show with Billy Lane- Tues.; Aug 4
Metzeler Tire/Cycle Source Burnout Contest. Wed., Aug 5
Editor's Choice Bike Show – Thurs., Aug 6

Beaver Bar

Caged Aggression-MMA Fights-Tues.- Wed.

Easyriders Saloon

Michael Lichter & Sugar Bear Ride-Sun., Aug 2
Easyriders Magazine Bike Show – Sun., Aug 2
Wrench Magazine Old School Chopper Show – Mon., Aug 3
Perewitz Pain Show – Wed., Aug 5
Misfits "The Master" Bike Show & 2 Bike Giveaway – Thurs., Aug 6
Twisted Tea Trike Show – Fri., Aug 7

Full Throttle Saloon

The Horse Backstreet Chopper Bike Show – Mon., Aug 3
Paul Yaffe Bagger Nation Bike Show – Tues., Aug 4
Hoel Ride – Wed., Aug 5



BE SMART, BE READY FOR STURGIS LAWS

Article By: Rob Keller

It's time for the biggest rally of the year and maybe the biggest rally in history. The 75th anniversary of the Sturgis Rally in South Dakota will undoubtedly be jam packed with riders from all corners of the earth and will certainly have more security and police presence than ever seen before at any Rally. Along with strong police patrols will come an enormous amount of fines and citations for the people that are there to have the time of their life. As a public service reminder we would like to take this opportunity to go over a few simple things and some South Dakota laws that may keep your cash in your pocket and the dogs off your tails.

First of all, don't drive or ride under the influence of drugs or alcohol. This will cost you big money and at least one night behind bars. Don't do a burn out on the street to impress everyone around you. There will be plenty of burn out competitions at many different locations during the week where you can smoke your tire until it blows and maybe you'll win a new tire or at least some bragging rights. That's better than giving your hard earned cash to the state of South Dakota. Don't ride like an idiot! Believe me, this pisses everyone off and you may get your ass beat or something worse like hurting or killing someone. Keep a current registration and insurance card with you while you're riding. Obey the posted speed limit signs especially when you are ridding any where close to

Sturgis. Don't give the police a reason to pull you over. Now that we have discussed the obvious let's take a look at the South Dakota motorcycle laws that are posted on the A. M. A. website. Americanmotorcyclyst.com. Be sure to check out their web site for a state by state review of laws and restrictions.

Accept Motorcycle Endorsement from Other States -Yes
Daytime Use of Headlight - Modulating headlight permitted
Eye Protection Required by law unless equipped with windscreen S.D. 32-20-4.1
Handlebar Height - Handgrips below shoulder height; (please note that as of July 1 2015 this law will change allowing no restriction on handlebar height.) S.D. 32-20-3
Helmet Speakers - No Restrictions
Lane Splitting - Not authorized; S.D. 32-20-9.2, S.D. 32-20-9.3
Lemon Law Coverage - Yes; South Dakota (SD) South Dakota Codified Laws - Title 32, 6D
Maximum Sound Level - No acoustical criteria.
Mirror Left(L) Right(R) - One required by law; S.D. 32-15-8
Motorcycles operating two abreast in same lane - Yes; S.D. 32-20-9.5
Muffler - Required, cut-outs prohibited; S.D. 32-15-17
Passenger Age Restriction - None
Passenger Footrest - Required if carrying a passenger

Passenger Seat - Required if carrying a passenger; S.D. 32-20-6.1
Periodic Safety Inspection - None
Radar Detector - No Restriction
Rider Education - Available for all eligible applicants; South Dakota Safety Council
Rider-Education Waiver - Skill & Knowledge Test
Safety Helmet - Required by law under age 18 (violation classified as a misdemeanor);
State Insurance Requirements - Compulsory Liability (Minimum Limits)(25/50/25)
Turn Signals - Not required; SD 32-15-13.

Please note that On Tuesday February 24, 2015 Governor Dennis Daugaard signed Senate Bill 85, abolishing on July 1, 2015 the South Dakota law that prohibited such type of motorcycle handlebars when they are higher than shoulder height.

We also want to pass on that there may be more than 10% ethanol at some fueling stations in South Dakota and you should avoid putting this higher percentage of (e15) or higher in your gas tank. This fuel may damage your engine.

We hope you find this information useful and wish you all safe travels.





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TURNING A NEGATIVE INTO A POS

Article By: Matt Reel

Photos By: Chris Callen

I want to start this feature out a little different than I do most. I'd like to start out by telling you a little about the builder/owner of this bike. I was first introduced to Fenton Fadeley through text messages when he contacted me to enter his current build in The Sportster Challenge at this year's Big Mountain Run. I asked him, like I did the other entrants, to keep everyone posted on his progress through pictures on the Challenges Bookface page. Fenton did and also contacted me directly several times to share information about some of the parts he was using and to comment on my personal build. I could immediately tell this was a good dude.

Move ahead to the night of The Sportster Challenge Kickoff Party at Bucks Indian. Although my bike was complete I had been dealing with a starting problem (it wouldn't start) so I was forced to arrive in my truck. As I made my way through the parking lot to check out the bikes that had arrived early and check in with everyone I was met by Fenton with his hand extended. We both recognized each other (the power of social media) and went through our introductions and started talking motorcycles. He showed me around his ride and asked about mine. We talked for a few minutes and then both took off about the grounds.

As the evening progressed I found a nice place to



ITIVE

IV

BIKES OF
BIG MOUNTAIN RUN
2015

THE SPORSTER CHALLENGE



CHARLIE IV TECH SHEET

OWNER: Fenton Fadely(aka Hammy)
CITY: Charlottesville, VA
FABRICATION BY: Hammy
YEAR: 2002 - On The Title
MODEL: Sportster
VALUE: As Much As I Have In It
TIME: 1.5 years

ENGINE

YEAR: 1991
MODEL: Sportster
BUILDER: Sam Tomlin
IGNITION: C5 Ignition
DISPLACEMENT: 1200
PISTONS: Stock
HEADS: Stock
CAM(S): CV W/ LC Fabrications Cap
CARB: Not Stock
AIR CLEANER: LC Fabrications
EXHAUST: Hammy Chop Shop Special
PRIMARY: Stock

TRANSMISSION

YEAR: 1991
MAKE: Harley Davidson
SHIFTING: Jockey Shift

FRAME

MAKE: H-D Front W/ Led Sled Hardtail
MAKE: Stock
STRETCH: 2"

FORKS

TYPE: Narrow Springer
BUILDER: Led Sled
EXTENSION: 2 Under

WHEELS

FRONT WHEEL: Spoolie
SIZE: 21"
FRONT TIRE: Avon Cobra
FRONT BRAKE: Still Haven't Found It
REAR WHEEL: Harley Davidson
SIZE: 16"
REAR TIRE: Avon Cobra
REAR BRAKE: Pandemonium Custom Choppers

PAINT

PAINTER: Rattlecan
COLOR: Black
GRAPHICS: Stickers, Cause It's Cheap

ACCESSORIES

BAR(S): Dangerous Ones Made By An Ex Felon
RISERS: 6"
HAND CONTROLS: Wide Open Throttle
GAS TANK(S): Kendall Michael
FRONT FENDER: Piece of Leather
REAR FENDER: Led Sled
SEAT: LC Fabrications
FOOT CONTROLS: LC Fabrications
MIRRORS: Don't Need One, I Have A Phone For Selfies
OIL TANK: Led Sled
TAILLIGHT: Catseye W/ Cool Chopper Grill
SPEEDO: Flow Of Traffic = Speed Limit,
Blue Lights Behind Me = Speeding

PHOTOGRAPHER: Chris Callen

lean and watch what was going on. One thing I noticed was that as soon as someone arrived, usually before they could get their gear off and get off their bike, Fenton was right there to greet them and introduce himself with a handshake. I had asked Missy, the mother of a couple of the band members, if she had met Fenton. She told me that he met them when they arrived, introduced himself and began helping unload the band equipment. This was definitely a good dude.

As BMR progressed Fenton had earned the nickname Hammy, because he reminded everyone of the squirrel from the DreamWorks feature Over the Hedge. This guy was a hundred miles an hour and always smiling. Hammy could be the poster child of what the BMR about, good friends, good times, and lovin' life.

So, enough about the man, let's talk a little about the horse he rode in on. Fenton's Sportster is the result of a year and a half process of collecting parts and pieces to get the end result. First a 1991 engine was acquired from a buddy and then a 2002 frame was picked up. As the build slowly progressed Fenton and his wife were also trying to

start a family. When it was found that starting a family was not in the cards for them it was decided that the money they had for in the bank for the family would be used to finish the bike and it would carry the family name, Charlie IV.

Pat at Led Sled was contacted for a hard tail kit, narrow springer, and the first mid control Jammer shifter kit to reach the public. Next LC Fabrications stepped up with a tooled leather seat, points cover, air cleaner, and LED equipped foot pegs. Daniel at Pandemonium Custom Choppers supplied the rear brake set up and Monolithic Cycles came up with the true equestrian saddle bag.

With the help of his fellow chopper jockeys of Virginia the assembly began. Soon Fenton was out doing shake runs and down runs and

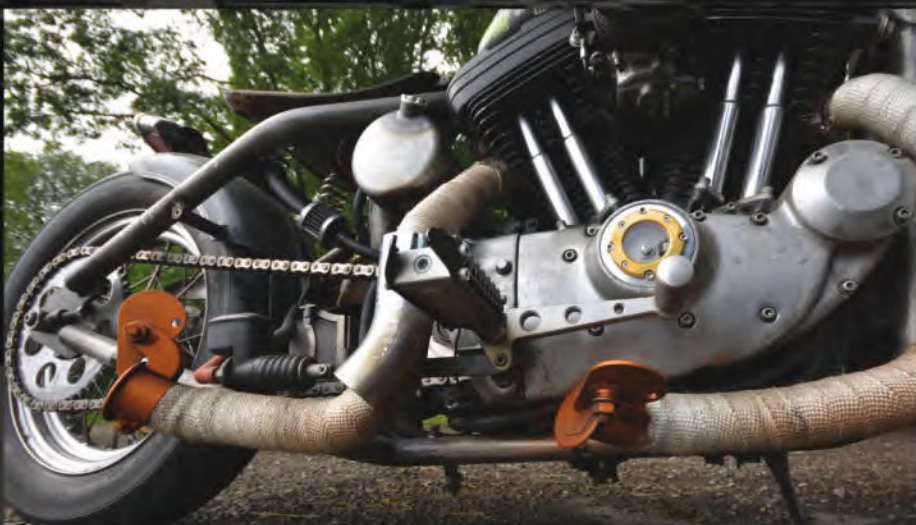
getting ready to attend the 2015 Big Mountain Run and the 1st



Sportster Challenge.

Fenton not only made it to the Big Mountain Run but he was picked by Pat Patterson for the Led Sled Choice Award in The Sportster Challenge. This just shows that sometimes life deals you a bad hand, it's what you do with that hand that makes the difference in the end. Fenton took his hand and went all in and came out a winner. To quote the great Joe Dirt, "you just gotta keep on keepin' on".

On a side note Fenton wanted to send out a very special Thank You to his wonderful wife Gin. He said it was for dealing with all the long hours spent working on his bike, but I'm pretty sure she needs a big Thank You from him for dealing with his crazy ass on a day to day basis. Either way, here's to Gin and all the wonderful wives and girlfriends like her that put up with this crazy addiction known as motorcycles.



KILLIN' TIME

On Tour With X

Article By: Xavier Muriel



T Grab your sun screen and shorts summer is here ya'll! Hello again my fellow lovers of knees in the breeze. I hope this month's column finds you cool and well!

It's HOT and that means all bike events are in full swing! I rode out today to Born Free 7 and I gotta say the attendance gets bigger and better every year. It's an event that always proves to be a great time. Lots of sun, beer and oh yeah... many, many bikes.

It's really interesting, I've been fortunate to attend a lot of the bike events across this great land of ours, some for pure pleasure and others because the band was playing. All of them are great and have there own unique draw and appeal, but the Born Free event draws a lot of the vintage bikes and new comers to the scene. Whether it's Flattys, Knucks, Pans, or Shovels this event

is chalk full of them. The new comers to the scene, although maybe not new to themselves, but to the rest of us across the country have pulled out all the stops and have saved all year long to make this event and



bring their creations to the table. It's these builders that I truly admire, as they don't have the budgets that the big builders do so they rely on sheer creativity and really think the build

through and through. They believe in themselves and their art to such degree that their willing to go broke to show the world what they can do. And I for one totally associate with that "Make it or die trying" frame of mind. There were so many incredible bikes on display that I would hate to be any kind of judge because just when you thought you'd seen it all BAM there was another just as incredible. It seems that there is a new breath in the building world, a younger group of guys and gals that hybrid the old look with a sense of modern appeal, long gone are the shiny sparkly bikes that you spent more hours cleaning than riding. They have been replaced with late 60's throwbacks, dirty, oily sleds that look like they just came out of movie starring Marlon Brando. I know what you're thinking...NO, I'm not bagging on any certain style or look of a bike! I'm just reporting what I'm seeing, there has always been and will always be more than plenty enough room for all of us in this riding community. That's what makes it so f#@king cool! You've got weekend warriors talking it up with the guys who bathe in 60 weight oil and wouldn't know an electric start if it bit them in the ass! Riders who couldn't be more different and otherwise might not speak to each other at a gas station but here, all are of the same mind. As long as you're riding, that's all that matters!!!

And man talk about vendors holy crap, everything from leather smiths to custom jewelry makers and lots and lots of shops with their swag to represent, it was a shoppers paradise! Being around so many bikes today gave me a lot of ideas for my shovel build which is coming along quite well...when I'm home to work on it. I got some really awesome goodies from Bobby over at Indian Larry to add to the build. The band has been touring a lot but things are going to get down right insane when the new record drops on August 21st, we'll be at The Buffalo Chip August 6th

to celebrate there 75th Anniversary and some other events as well hope you can make it out. Well my Friends time to jump back in the garage and make some headway on that steed. As always take care, safe and happy riding and be kind to one another!

God Bless -X.
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A HISTORY OF STURGIS

COURTESY OF THE STURGIS MUSEUM & HALL OF FAME

- 1930

1938

The newly-formed Jackpine Gypsies Motorcycle Club holds its first weekend races sanctioned by the AMA. Eight racers competed for \$750 in prize money while about 200 spectators cheered them on. The weekend also included a number of challenge meets to entertain the crowd between the official races.



1939

A group of local businessmen added events to the weekend to include a banquet, parade and free shows each evening, while the Gypsy Tour saw 55 riders taking a day-ride in the Black Hills.



- 1940

1946

After a taking a hiatus because riders and motorcycles alike were needed for the nation's war effort, the "Motorcycle Classic" returns. Despite the fact that advertising was limited to the local area, the Jackpine Gypsies managed to draw about 4,000 spectators to the two-day event.

- 1950

1951-1955

The Rally gained national exposure when it was chosen as the site of the AMA Five-Mile National Championship Race in 1952, 1953, and 1954 and the six-mile national championship in 1955. During this same period, local support also grew. Local organizations, service clubs and churches started to set up vendor spaces on Main Street with food, souvenirs and raffles. The event expanded to a four-day event during this time with two days of touring and two days of racing.



1949

Rally organizers used Main Street for the first time – a tradition that has grown in the ensuing years. In 1949, Main Street was used for two hours worth of events on Friday evening – with prizes for oldest, youngest and best dressed riders were sponsored by local merchants.

- 1980

1980

Racing which had been such an important part of the initial rally begins to lose some of its importance as the rally continues to grow in numbers.

- 1990

1988

The Jackpine Gypsies again hosts a national race – this time, a 600cc National Short Track – part of a new lineup of national races put together by the AMA.

1990

The 50th Anniversary year of the Sturgis Motorcycle Rally proves to be more than anyone anticipated. Estimated attendance grew to 300,000 – taking planners and participants by surprise.



1982

Continued issues at City Park prompt local officials to close the park to camping, providing an opportunity for new private owners to open campgrounds outside the city limits. At the same time, local residents defeated a referendum that would have prohibited the city from offering financial support to the Rally.

1989

Clarence "Pappy" Hoel who had been an integral part of the rally since its inception died in February of 1989.

1991

A remarkable year because it was the first year that no one died during the Rally.



1998

Attendance estimated at 350,000 despite cool temperatures and rain.

2000

Another banner year in attendance as the Rally celebrates 60 years. Estimated attendance: 633,000 – still the largest attendance on record.

2006

First Cycle Source "Run To The Line" 2015 Marks Our Tenth Year!



2007

First Cycle Source "Night-time Chopper Show" 2015 Marks Our Ninth Year!



2008

Cycle Source Helps Bring Limpnickie Lot Builders To Sturgis



RY OF THE MOTORCYCLE RALLY

FOR MORE HISTORY AND INFORMATION ON THE STURGIS RALLY GO TO WWW.STURGISMUSEUM.COM

- 1960

1957

A new event was added to the schedule on Friday afternoon – the Sportsman's Hill Climb – an event for amateur riders.

1961

For the first time, the Gypsy Tour was divided into Northern Hills and Southern Hills, with one group riding the traditional route and another riding to Devils Tower in northeast Wyoming.



1964

The City Council voted to designate a section of Main Street exclusively for free parking for motorcyclists as "a gesture of welcome to the visiting cyclists."

1965

The Rally was officially expanded to a five-day event.

1970

Branded the 30th annual event, the 1970 rally had an estimated 3,000 motorcycles in attendance.

- 1970

1975

The Rally grew to a seven-day event and remains that today.



1977

City Park, which had continued to be a main camping area for rally-goers, was leased to a private businessman in hopes of improving supervision and security. Estimated attendance had grown to 20,000.

1972

The Rally is officially expanded to a six-day event.

1979

The City of Sturgis begins to license temporary vendors. Nine licenses are issued.

- 2010

2002

The City of Sturgis creates a city department to take over management of the Rally. Up until this time, management was volunteer or contract labor.

2003

More events are added to the schedule of events – the first Mayor's Ride benefits the Sturgis Volunteer Fire Department, while American Motorcycle Dealer (AMD) kicks off the first "World Championship of Custom Bike Building" in Sturgis. Judging of the event is primarily from the competitors themselves.

2008

The Jackpine Gypsies Motorcycle Club resurrects the ½ Mile Race. A downturn in the economy combines with \$4 a gallon gasoline to reduce attendance numbers. Still, an estimated 414,000 people attended the rally.

2010

The Sturgis Motorcycle Rally celebrates its 70th anniversary.



- 2020

2014

The White Plate Flat Trackers sign a multi-year agreement with the City of Sturgis to hold half-mile races at the fairgrounds track. In addition to the regular races, promoters host vintage races.



2015

Residents, vendors, city officials and others are making preparations for the 75th Anniversary of the Sturgis Motorcycle Rally with attendance estimates upwards of 1 million people.

2013

Cycle Source Artists Featured In Legends Gallery At The Spoke



2013

Cycle Source Helps Launch "Editors Choice Show" At Broken Spoke



2013

Cycle Source Editor Wins Baker Burnout Contest At Easyrider Saloon



GETTIN SPRUNG

INSTALLING VOODOO VINTAGE LEAF



Article By: Chris Callen
Photos By: Heather Walker



These days you have to be pretty original to pull off a bike build and not have it look just like another that so and so did. When it comes to Sportsters that is even more the case since the average choice for the Sportster consumer is somewhat limited and when that Sportster is an Ironhead it gets even leaner. You see, a lot of the market still believes that the Ironhead is the choice of the broke kid that wants to build a bike. Well, that may be true, I'm certainly not of that demographic but I have been having a hell of a good time building this '73. Way early on we set down the guidelines that this thing would be called "Board to Death" and that it would be a combination of a board track racer and a bike from the history of the Wall of Death. Now for my money, there is no better way to emulate those attributes than a leaf spring front end. Of those on the market the Velocity Leaf Spring front end from Voodoo Vintage is pound for pound a winner. At \$1,195 it's a great buy and we decided that the price

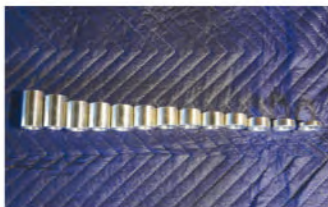
along with the look of the curved leaf would make it a good choice for our build.

After a short phone call with David at Voodoo we decided that the 19 inch wheels and the stock frame geometry would best fit a two under front end

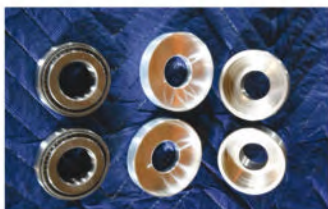
and he went to work building it for us. It arrived just a few weeks later and we were thrilled to see it on the bike. It was a pretty simple install but we thought you guys might like to see for yourselves, so here goes.



The Velocity front end kit comes as shown here with all the hardware you need, in raw steel in our case, ready to assemble. Believe it or not it's kinda dummy proof, all the parts only go one way, well for the most part it's common sense.



A few things that you will need to make this project easier. The first for anyone without a machine shop in the garage is the Speed Dealer 1" Axle Spacer kit. They give you 13 spacers from 1/4 inch up to 2 inches. We bought two of them at \$72 per kit and put them on the shelf for other projects too. It's nice to know you can just grab a spacer and have the right one ready.



Next are these bearing and cup kits from Vulcan Engineering. The kit consists of a set of fork cups, machined to fit any '57-'81 XL Frame. It has 1" Timken bearings and billet aluminum dust shields that are machined as spacers to bring the neck to the same length as a big twin neck. Now you can use any Big Twin front end on your sporty. A great buy at \$112.



Last but not least are these Axle Steps from Led Sled Customs. They convert your 3/4 Axle to fit a one inch bearing. Since our 19 inch wheels were scored at a swap meet at a killer price but were from a newer Dyna Glide, these axle steps made it possible to use them for the Sporty. Not only a nice wheel at a good price but the new style sealed bearings to boot.



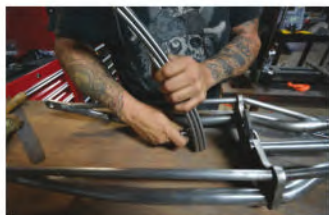
So like I said, assembly is pretty easy. We start by pressing our new races into the new bearing cups.



Then we press the cups into the frame.



We did find, on our frame, that a relief must be cut on the bottom of the frame where it meets the neck. There was a small part that was keeping the race from seating properly.



We start by laying the fork for our front end out on the work bench and preparing the spring pack to go on.



Blue LocTite is used on all fasteners starting here.



The spring pack has two plates that bolt through the bottom tree with four socket head bolts and nuts. There is an additional socket head bolt that goes up through the middle of it all to locate and secure the neck stem.



The barrel that goes in the front of the top spring and holds the two rocker legs must be greased before it is assembled.



Again blue LocTite on the two bolts that hold the legs to the top spring.



Here you get a better idea of the components I was mentioning as they are assembled.



At the bottom of the legs, where the rockers will attach, there are brass bushings that are placed shoulder on the outside, without on the inside.



The bottom legs of the fork have the same bushings and the rockers attach them to the legs with two socket head bolts, one rocker outside, one inside.



Once the rockers are installed the outside nuts are installed to keep them all in place.



Here are the machined dust caps that came with our bearing kit. They help take up the difference in space from a Sportster to a Big Twin front end.



Once the fork is slid into place we put the top clamp on and slide in the jam washer.



Next we slide the axle into place with the rocker spacer provided by Voodoo Vintage and using the axle spacers from Speed Dealer.



We still have to tear it all back apart for paint but for now it gives us a good look at the direction we're heading. A wise old builder once told me to be good at this means taking things back apart a hundred times before final assembly.



Two socket head bolts on each side of the top clamp and the giant ass stem nut and we're in business.



The whole thing assembled is light as hell, I can't wait to ride this little thing. As you can see this was a mock up assembly.



As we looked at the bike with the Clubman style bars on it I got to thinking about the Pro Tapers that Bikers Choice offers. A quick change of plans and we were installing the Big Bore risers and an upside down set of Pro Tapers. They're the perfect flow between the front end and the frame.



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- *Shovelhead Bolt On Hardtail Kits
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"Builder Parts"

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- *SpeedKing/Wilwood Braking Systems
- *Fenders
- *Front Ends
- *Oil Tanks
- *Gas Tanks



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SPEEDKINGPHOTO





They went on like 1-2-3 and we stood back for two seconds and tore the whole thing apart. The Firestone tires we ordered from Coker came in and we were gonna try an experiment in front end finishing.



A buddy of mine from the dirt bike world has been telling me about using engine paint from DupliColor that comes with ceramic in it now. He uses it on the hubs of his dirt bike and claims it stands up strong. The time and money this could save me makes it worth a shot so we cleaned up all the parts for a rattle can treatment.



We bend up some quick hangers made from some old stick welding rods.



Three or four soaking wet coats, letting it dry good between.



And then we find a spot that's out of the way in the shop to hang all the parts and let them dry good and solid for a couple days. Unfortunately we can't report right now how this experiment worked out but keep your eyes on the mag and we'll let you know how it goes. So as for "Board to Death, she's starting to look like something. The drag is, I missed my BMR deadline but with that event out of the way, I'm hoping to have her finished around Sturgis time. In any event, life's a blast when you do what ya dig, and this shit's all that!

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A woman with long dark hair, multiple tattoos (including a star on her chest, a cross on her abdomen, and intricate designs on her arms and hands), and a belly button ring is sitting on a black motorcycle with a red fuel tank. She is wearing a dark velvet jacket with gold buttons, unbuttoned at the top, and black camouflage pants. The background is a dark, industrial setting with a large, stylized 'F' logo. The text 'SOURCE OF DA MONTH RIN-UP' is written in a bold, distressed, white font with red splatters, and 'SEPTEMBER 2015' is written below it in a similar style.

SOURCE OF DA MONTH RIN-UP SEPTEMBER 2015

Photo By: Mark Velazquez

Bike: Industrikti ble Ink

Model: Katie Bandzx

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A PENNSYLVANIA PANHEAD THAT EYES ALL



**BIKES OF
BIG MOUNTAIN RUN
2015**



WAS INSPIRED

Article and Photos By: Chris Callen

LEGEND

M

aybe it's a sign of my own age, or maybe I just can't imagine at 21 years of age that I could have created anything this beautiful but either way, when you see Brett Saddington riding around on the incredible custom Panhead we have captured here, it's nothing short of amazing. You see, unlike some kids who might grow up with the kind of custom bikes that would inspire a build like this zipping all around them, Brett is about as far from that path as you can imagine. Now he did grow up with motorcycles

in his life, his old man was into dirt bikes and the lot but on a sixteen acre farm where they work seven days a week there is more inspiration to get the work done than there is to dream of custom bikes.

The winters in Perkasee leave a farmer a lot of time to think about things and many idle hours to fill. For Brett he filled those hours with tearing mechanical things apart and putting them back together. Ever since he was a young kid, while they other boys his age were all playing baseball, he was in the garage welding and banging on metal. He was mad into anything mechanical but it was during the Biker Build Off series that he would get





hooked on two wheels. He began to follow the bikes of, well I hardly have to say it, by looking at his bikes you know; Indian Larry. Like many of us, Brett was drawn into the details of Larry's builds, the simple yet precise nature of what he did to a motorcycle was exactly what he had wanted to build. It would be some time before he could get his hands on anything of that level to build with but in the spirit of what drives the custom culture, he worked with what he had. At the time that was a scooter. He decided to replicate Larry's famous "Chain Of Mystery" in smaller scale. At 13 he took the same type of chain as Larry's and used a gas welder to make the frame for his custom scooter. It was an amazing thing for anyone but a kid of 13 even more so. It was about two years after Larry passed that Brett talked his dad, Randy, into taking a trip into the city. Neither one of them had been to New York but after hearing so much about the block party the kid wanted to take his scooter to the place where the bikes of his dreams were made.

Back home the images of all those custom bikes were burning in his head. He had been saving up his money and when Brett hit Craigslist he found a couple original Panheads.



The first was in Maryland but when they got there it was a real dog so they jumped back in the truck and headed to Pittsburgh. There they found another and it was on a stretched out frame, kinda rough but at a good price so they made a deal. For the next half hour the man they bought it from counted out the price in five and ten dollar bills. That's how Brett's money comes in on the farm and that's how he'd been saving it so... At 17 years old the kid starts his adventure into the world of Panheads. He got the bike home and rode it around for a bit but it was leaking like crazy and finally just broke down. They rolled it up on to a little lift they have and Brett tore it apart. Luckily there are two people near him that have experience in old motors. One being Ron Watt from The Bike Works in Gleendale PA, took him under his wing. With Ron's help the two would rebuild the old Pan piece by piece and all the while Ron taught Brett about the motor.

The work at the farm goes on and takes top priority so while the motor work was going on Brett also had to keep a full

schedule with work too. He decided to take a trip to the city and talk to the guys at Indian Larry about what he was building. Through conversations with John he was offered a spot as an apprentice. The Brooklyn based shop was between 2-4 hour drive from the farm depending on traffic, he would only be able to do it 2 days a week in between his responsibilities

and he would basically be sweeping the floors. The chance to work around these guys and learn was worth the price and the kid started the next week. He'd drive into the city, work eight hours or so and then drive home. All told they would be 12 to 16 hour days and he'd do them back-to-back mixed in with farm life. Dedication is what makes this cat a special breed. As time went by at the shop John started to ask him what he could do. Brett already knew some machine shop skills and little by little he was given more responsibility. He was eighteen years old and working at Indian Larry Motorcycles in Brooklyn, this kid was unstoppable. During the year or so that he apprenticed there he also filled his free time at home by hand polishing his engine cases and getting things ready to make a run at his build during the winter. Still he was getting so much exposure to the industry at the shop. He went on field trips to shows at the Javits Center, filmed TV Show pilots, worked on bikes that the shop was building, it was an incredible time.

That winter came and it was time for fabrication on his build. Although he stated, "It took a whole winter" that's still impressive for a bike of this caliber. At winters end he was finished with the fabrication, the engine was shiny, fresh and new and everything was sent off to the



CYCLE SOURCE

INSPIRED BY A LEGEND TECH SHEET

OWNER: Brett Saddington
CITY: Perkasio, PA
FABRICATION BY: Brett Saddington aka The Kid
YEAR: 2014
MODEL: 1952 Panhead
VALUE: Irreplaceable
TIME: 2 Years

ENGINE

YEAR: 1952
MODEL: Panhead
BUILDER: The Kid / Ron Watt
IGNITION: Morris Mageto G5
DISPLACEMENT: 80 cu. in.
PISTONS: S&S
HEADS: 1952
CAM(S): Andrew J
CARB: S&S Super E
AIR CLEANER: Custom - The Kid
EXHAUST: Stainless Steel - The Kid
PRIMARY: Tech Cycles

TRANSMISSION

YEAR: 2013
MAKE: Baker
SHIFTING: Jockey

FRAME

MAKE: Paughco
MODEL: Rigid Wishbone
RAKE: 30 Degree
STRETCH: 2 1/4"

FORKS

TYPE: Springer
MAKE: V-Twin
EXTENSION: 2" Over

WHEELS

FRONT WHEEL: Harley-Davidson
SIZE: 21"
FRONT TIRE: Metzeler 880
FRONT BRAKE: Brembo
REAR WHEEL: Harley-Davidson
SIZE: 16"
REAR TIRE: Metzeler 880
REAR BRAKE: Brembo

PAINT

PAINTER: Robert Pradke -Custom Auto Design
COLOR: Brandywine
TYPE: BADASS
GRAPHICS: Gold Leaf
CHROMING: DGM - Philadelphia, PA

ACCESSORIES

BAR: Custom
RISERS: Indian Larry Motorcycles
HAND CONTROLS: Brembo
FUEL TANK: Chopped Paughco
FRONT FENDER: They're For Pussies
REAR FENDER: Custom - The Kid
SEAT: The Kid
FOOT CONTROLS: Custom - The Kid
MIRRORS: Never!
OIL TANK: Custom - The Kid
HEADLIGHT: V-Twin
TAILLIGHT: Ted Cycles
SPEEDO: None, Just Haul Ass

PHOTOGRAPHER: Chris Callen

master. Brett had always wanted a Pradke paintjob and there was no question that Robert was who he would pick to paint the bike of his life. With the paint back in hand it would only be a week and a half for final assembly. All that time, all the dedication and sacrifice added up to one hell of a build and an incredible story. Of course there were the typical gremlins to chase out, one major issue with the aftermarket cylinders that he decided to remedy by resleeving the stock cylinders.

The build was finished in April of last year and Brett and his dad took it back to the scene of the crime; the annual Indian Larry Block Party in September. There he received the Best in Show award, a very big badge of honor.

Now at age 21 he rides the bike

everyday. No matter where he goes he says he still gets the occasional raised eyebrow that asks him if he really did all the work. His answer comes quick, "Just come to the shop and I'll show you." While other kids his age are all sitting around playing video games or riding their crotch rockets, this is the life for Brett. He has built the bike of his dreams, although he admits that now that he's done it, he has some ideas for the next one. Better get that tractor fired up kiddo, it's gonna take a pile of fives and tens to outdo this one!

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RICHIE



You don't get to choose the friends that become a vital part of your life. The only way to truly appreciate how involved they were to you is relishing the hole you have to fill at their passing.

Richie's untimely passing left a huge void in my life. With time I'm sure things will balance out but in the mean time, the random texts have stopped and a true brother's voice has all but been silenced.

Left behind is his legacy of family, tattooing and artistic confidant that I found myself checking in with more often with the business of art becoming all encompassing.

He was a funny fucker, deaf as a doornail and just as unimpressed with the 'lifestyle' as you'd expect from a guy from NJ that was only truly in love with an old beat up Panhead. Nothing seemed to faze him whether it was bike or art related, either could

be put to rest with a well placed snide comment or hand gesture. He had his head screwed on as well as he wanted it and even if he didn't look it he had a firm grasp on what he needed to do and how to avoid what got in his way.

It was his influence that has kept me working at what I do, with him calling me an idiot when I thought about dropping it all and fading into mediocrity. I will continue doing it all without his input but it will never feel the way it did when we were fighting deadlines together or dealing with the odd situations we found ourselves involved in.

Richie is dead and anyone that matters is better for knowing him. Gods Speed buddy...riding in the rain will never be the same. **“GTP”**



The world is now colder and the list of aching hearts is long. I am lucky to have had you in my life, and proud to have called you my friend. Good bye Richie Pan. I miss you. – **Fab Kevin**



PAN



A number of years ago Richie invited a bunch of people to Panstock and I finally got to go. Me and JFB trucked across the Garden State and he was a gracious host. Although I didn't get to see Richie often, when I did it was always a special treat. One of the real Guys in this thing. Thanks for the Great Memories my friend, you will be sadly missed, can't wait to do Heaven Pan Stock, see you on the other side. - **Milwaukee Mike**



I once told Richie "those where the good ole days, Richie's response was these are the good ole days!" - **Joe Fessman**



"The passing of Richie has left an unfillable hole in mine and my wife Burd's heart. Burd is short for my burden, Richie's name for her. A word that couldn't be more incorrect in describing her but the name stuck. Pert near every moment we've shared with Richie involved laughter, from the time he was part of the crew that rescued my wife and I from a terrible crash in N.C., leading to the inception of the Lactating Dogs to stopping in the shop to talk him into tattooing something stupid I thought up. He was in the process of giving me what he called hand sleeves, filling in my hands and then working up my arms. Burd and I love you and will forever miss your smiling face." - **Mutha Country Tim**

I got the call early last Sunday every biker dreads. Two friends passed away, Richie Panarra and Mike Napolitano where both killed in an accident in North Carolina. One of the tuff things to deal with is that they were hit while walking across the street, it just doesn't seem right. I've been devastated and speechless all week. I went to Mike's viewing and it was an awesome showing of love, well over 200 bikes made the ride from our local HD dealership to the funeral home. Richies family had a small family only service and there will be a memorial ride in the future for him. I talked the Chris and thought a pictorial memorial would be best and he agreed. I got lots of pics from Richie's close friends.

I personally have lots of memories of funny conversations with Richie about everything from hipsters to nuns. His sense of humor is something I will always remember and cherish. Another of Richie's longtime friends and a fellow magazine brother, Fast Lane Lutz told me this, "Richie Pan huh...loved his family, friends, motorcycles and tattooing. What else could you want in a friend! I'll miss my friend!"

Larry Gregorio was very close friends with Richie and Mike, he worked with Mike every day. Larry rode down with Richie and Mike that weekend. Larry is devastated as can be expected. Words where hard for him. "All I can say is every moment with Rich was a great one because Rich was a unique and funny guy to hang with" I hope everyone remembers the fun and happy times while looking at these pictures. Rest in peace Richie Pan and Mike. - **Mitch "Magoo" Bodine**



Richie's influence on me as a wonderful person, amazing artist and a man of motorbikes & free spirit will always be remembered and cherished!!!- **Darren McKeag**



"a few words ...that's not easy...but here goes. The best friend a guy could ever have! That's it! My f#@king heart hurts and a day won't go by that I won't think about the good times we had." - **Von Rothinfink**



I loved him and truly will truly miss him, he ruled! He would have loved the end quote, "He's Gone" - **Bobby Seeger**



There are few word to describe a part of the thing that makes what you do worthwhile. He was one of the best of them, inspirational artist, amazing friend, great father and straight up human being. Goddspeed Richie. - **Chris Callen**

DARREN & MISSY HIT THE ANNUAL TORQUE FEST VINTAGE COOL IN THE MIDWEST



Article And Photos By:
Darren McKeag

As most of you know, winters in the Midwest, specifically Iowa, can be very tough. During these frozen, snowy months, thoughts of sunny days, warm weather, hot rods and motorbikes fill your head so the idea of packing up the bike, riding the wonderful two lane roads towards the tree covered bluffs of Northeast Iowa was fantastic. For the purpose of this article, let us say we ride up to Dubuque, Iowa. Nestled on the Mississippi River, Dubuque has a beautiful view of the corners of Iowa, Illinois and Wisconsin. More importantly, around this time of year, Dubuque has a view of many traditional hot rods and motorbikes flooding the streets, side roads and fairgrounds.

For those of us involved in the Hot Rod and Motorbike worlds, this means only one thing; the Annual Vintage Torque Fest. Organized by John Wells and his team of wonderful people, this year's event, like the many before, was put together to benefit people in need, an absolutely wonderful cause.

As the first of May arrived, my partner in production and I managed to get caught

up on all of our business. With the sun shining down on us, we packed up the bike and rode up to the Northeast edge of the State, to Dubuque. The motorbike ride up was wonderful. Two lanes, four lanes, back roads and a couple of stops to fuel up and enjoy the view of the Midwest turning green. Sitting at a fuel stop on any bike trip can be very peaceful. There is always something to enjoy as you sit and look out over the fields and rolling hills. Knowing that everything you need is packed right there on two wheels, remembering what you've passed and thinking about what you're going to see in the miles ahead gives you a great feeling of confidence and anticipation.

Rolling into Dubuque, Missy and I decided to get a bite to eat before heading over to see John and the opening day of the VTF. While sitting at the restaurant, the buzz of motorbikes and hot rods was obvious. Making our way to the County Fairgrounds, we found a good parking spot among the many motorbikes. It was still early in the day and the Fairgrounds were already full. We managed to say hello to John as soon as we got through the gate. He wasn't able to visit long though,

as he was running around taking care of the event.

Once inside the gates, there are cars and bikes as far as you can see. The event is laid out very well: Cars to the left, are followed by a parts swap area. Cars and bikes to the right, are surrounded by vendors. The Fairgrounds also have a few big buildings. This is where most of the vendors are set up and all of the artists that attend the VTF are found there. Stripers, painters and illustrators line the walls of a building that houses an amazing bike and car show. On the main stage of this building there is a collection of art that will be auctioned off to raise money for Hannah's Heart. Yes, Hannah's Heart is the wonderful program that was organized to help local families in need that I mentioned earlier.

Our first order of business was to say hello to a couple of my dear friends, who happen to be amazing artists and even more amazing humans: Jeremy, from Relic Kustoms in Minnesota and Scott, from Underground Studios in Iowa. Scott and Jeremy were set up among the other artists doing what they do best. These two fine gentlemen have been an inspiration

to me for years.

After catching up with these guys, Missy and I made our way around the beautiful bikes, cars and other vendors. We were able to catch up with several other friends that we hadn't seen in some time. Friday evening was slowly approaching, which meant great live music and some after dark flame throwing shenanigans.

The sun was working its way towards the west and a few clouds were starting to roll in. My beautiful companion and I fired up the bike and headed towards home. Another wonderful road trip, another wonderful encounter with amazing people.

With another Vintage Torque Fest in the books for us, we headed down the road, listening to the wonderful roar of our v-twin motor, thinking about the many great events ahead this summer and the great people we will see. As I said earlier, the VTF is a great event, put on by greater people, for some of the greatest causes. If you're not familiar with the event, please check it out at www.vintagetorquefest.com. If the time allows, please mark your calendars for this event next year. It's well worth the time. Until then, we wish you safe travels and see you down the road.

CYCLE SOURCE
A VINTAGE TORQUE FEST PUBLICATION



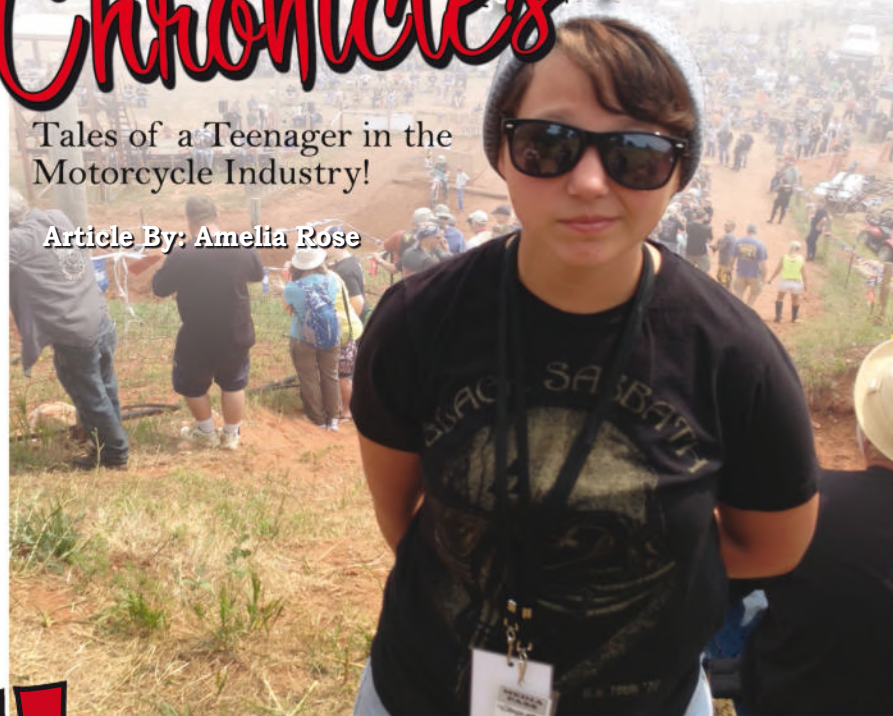
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KILLER'S Chronicles

Tales of a Teenager in the
Motorcycle Industry!

Article By: Amelia Rose



Hey there guys and gals, welcome to the most recent edition of Killer's Chronicles, which just so happens to be my 10th article in the magazine, which totally calls for a celebration (and by celebration I mean running around the house yelling "It's my tenth article!!!!" and Chris yelling back "Try doing it for 18 years!") But anyway, so much has been going on, I wish I could tell you guys all of it! Oh, wait, I can!! So, since my last month, I have officially become a high school graduate, meaning play-time is over, and it's time for the real world. It's so unreal for me to think that the 12 years of hell we call public education are over and it's time for me to enter the real world! I'm already sick of the day-time television. Truthfully, graduating has done nothing but open doors for me in the short time I've been set free. And despite the fact that it hasn't quite hit me yet, I can already feel myself wanting to travel and do as much as I can before I have to go back to school next spring.

Ok, so despite the fact that I just graduated, things around the house have remained normal. Well, as normal as they can be at Cycle Source HQ, including the wave of people that came

and went between my release from school and BMR. Probably one of the coolest things about living here is the awesome people that stop by or come to stay with us. It really shows just how big our extended family is. During the week of graduation and the week leading up to BMR, we had a bunch of people stay to share the excitement with us, including my grandmother, Darren, his good friend (and now mine) Big Don, Darren's beautiful girl Missy, and the most important one, Buckets, Darren and Missy's English Bulldog who totally ruled the roost at the Callen household. I'd like to give a special shout out to my new friend, Don, for hanging out with me at BMR. This giant teddy bear put up with my crazy teenage antics for three days while riding together on his motorcycle from Triple S Harley, all the way to Tucker County, and not killing me, or tossing me off. We had a ton of fun and I'm glad I can call him my friend, and sort of crazy uncle.

But hey, back to the real story! Not only have I graduated and made some cool friends, but I've also been to my very first Big Mountain Run, which really wasn't that good...well actually it was a fantastic way to celebrate my freedom and surprisingly more exciting

than graduating! BMR was so killer that I honestly can't wait until next year. After spending three days riding from Pennsylvania to Tucker County, WV with the crew, we finally made it to the BMR site and hit the water running, literally. The day we got there a couple of us hopped on our bikes and went straight down to the river for a well needed swim to wash off any of the dirt and splattered bugs we may have collected along the way. The next day we (we meaning literally everyone who was at BMR) had a huge BBQ and went swimming down by the river where we hosted the infamous Tramp Triathlon, where the famous Darren McKeag went for the gold and took out a full 24 pack of beer while riding his motorcycle down to the river (and somehow managed to leave the bike next to it miraculously unscathed). Later that day we had a slightly damp ride through the mountains to Blackwater Falls, which happens to be one of the most breathtaking spots I've ever been and a great place for proposals...*wink wink*, and had the most hillbilly fun BMR has ever seen! Despite the torrential downpour, we had a blast and got totally soaked. We used the rain to our advantage and made a slip 'n' slide down the hill by the barn. Sal from Brooklyn even left the city behind and gave tarp rides, which is like sort of tubing behind a boat, but on land and....with a motorcycle which, in my opinion, is about as biker hillbilly as it gets and couldn't have been more fun.

Over all, BMR was a fantastic event and possibly the most fun I've had in years, from the riding, to the down-to-earth people, the food to the breathtakingly beautiful way the world looks from the back of a motorcycle. Events like this teach me just how much I love this industry and all of the ridiculous and wonderful people that share it with me. I can't imagine my summer being any other way. Alright guys it's time, once again, for me to wrap this up and get back to being an "adult". Man, just like Chris I can't say that without laughing at myself. Hah. HAHAHAHA. Okay, okay, okay, no more jokes. Please feel free to send me any questions or comments (or concerns for my mental health and safety) at cyclesourcekiller@comcast.net, or send me letters! I have the same address as Chris, ya know, cause we live with him. So yeah, do that, Catch ya later!

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BOB STREETS ROLLS OUT A KILL THREE MICHIGAN

BIKES OF
BIG MOUNTAIN RUN
2015

SEVENTIES SPORTY WITH A RUSH

Article By: RJ Powell
Photos By: Chris Callen

Most folks that read Cycle Source every month have at least heard of The Big Mountain Run. Well, that is where the idea of this build originated, BMR 5. The owner, Bob Streets and I, talked after BMR 2014 and decided to take the 1978 Ironhead Sportster that he had acquired a few years earlier and build a hardtail for it and make a cool little bobber. We talked about throwing some knobbies on it to beat around in the corral at BMR 6.

Fast forward to the end of February 2015, I finally had the frame on my build table to hardtail it. This was also around the time that we started to see that The Sportster Challenge was really starting to take off, which must have turned on a light bulb in Bobs head because he showed

up to my shop one day carrying an old Easy Riders mag from the 70's. Bob showed me a picture of a sporty that had been built with a Jammer frame and said that he had decided to build a 70's inspired chopper like his mentor, Jeff Stewart, would have built back in the day. He threw all these ideas at me like shaving the electric start off the case and the primary cover and welding it in so it would look like it was never there. He wanted to cut the front corners out of the rocker boxes and smoothing them in to look even, instead off splitting them like everyone else does. Oh yeah and polishing everything that was aluminum...I cut him off mid sentence and said "So you wanna build this for BMR7 right?"... He shot back "I think it can be pulled off for this year" So I immediately jumped into turning that stock frame into something that



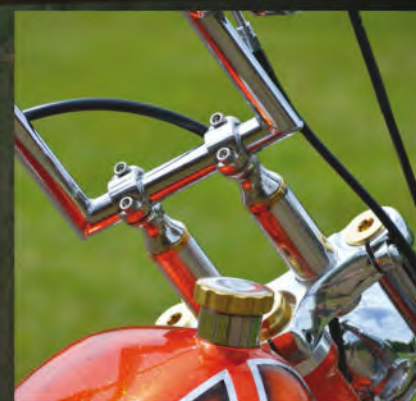
resembled a Jammer frame but with Bob's and my own twists along the way.

Luckily Bob had a spare motor laying around that I could use to mock up the frame while he painstakingly stripped and polished the other motor so he could get it sent to Terry Summers to have the bottom end and heads rebuilt. From there the motor was dropped off at Bob's long time friend Karl Shaffer from Appalachian Hog Heaven to finish up the assembly of the motor and transmission. I had finally completed the frame and Bob took it to his shop and started molding the frame and building a new fender from the stock one. Bob built a king and queen seat pan and a sissy bar made from two roof bolts from a West Virginia coal mine. His mom took the freshly finished seat pan and made the cover out of distressed brown leather. As the days flew by he would throw ideas at me about things he wanted add to the bike and I kept reminding him that time was running out, he would just shake his head and go back to working day and night knocking things off of the extremely long punch list. All of this work was being done along with his normal day job as a painter and body man for a local body shop plus all of the side jobs that he had taken on as well. Hell, if I had to count I'm positive there were at least a half of dozen bikes at the BMR this year that Bob had worked on.

As the days ticked away it started to look like this build wouldn't get done. Problems, like parts coming in wrong



plagued Bob and on several occasions he kinda thought about giving up and taking a break. His girlfriend, Andrea, kept pushing him to finish and spent many nights with him at the shop sanding and cleaning parts. Bob's machinist friend, Jim Lowdermilk, showed up in the knick off time to drop off the fuel and oil caps and fork parts that he had made out of aluminum and brass. Our other good friend and fellow Cycle Source family member Matt Reel delivered the front and rear wheels that he had rebuilt for the bike. The wheels couldn't have come at a better time as they gave Bob the boost that he needed to stay at it. Now, I know a lot of you followed this build on the Sportster Challenge page and questioned the time of all the photos. I can assure you that everything was in real time. The Sunday two weeks before BMR I spent the day with Bob fitting the gas tank and welding in the oil tank fittings and caps for the gas tank and pressure testing them. Bob spent all week molding the tank to the frame and getting final body work and ready to spray all while working full time, which meant



3 MONTH RUSH TECH SHEET

OWNER: Bob Streets
CITY: Morgantown, WV
FABRICATION BY: Owner/RJ Powell
YEAR: 1978
MODEL: Ironhead Sportster
TIME: 3 Months
VALUE: Pricelss

ENGINE

YEAR: 1978
MODEL: Ironhead
BUILDER: Terry Summers / Lark Shaffer
IGNITION: Morris Magneto
DISPLACEMENT: Stock
PISTONS: Stock
HEADS: Stock - Rebuilt
CAM(S): Stock
CARB: S&S Super E
AIR CLEANER: S & S
EXHAUST: Custom Upsweep By Owner
PRIMARY: Stock, Cut Off Electric Start

TRANSMISSION

YEAR: 1978
MAKE: Harely Davidson Sportster
SHIFTING: Stock

FRAME

YEAR: 1978 Modified
MAKE: Harley Davidson
RAKE: 38 Degrees
STRETCH: 2"

FORKS

TYPE: Norrow Glie
BUILDER: Owner
EXTENSION: Custom Cycle Engineering
TRIPLE TREES: Mod Evo Sporty By RJ Powell

WHEELS

FRONT WHEEL: 40 Spoke
SIZE: 19"
FRONT TIRE: Avon Roadrunner
FRONT BRAKE: 11.5" Disc
REAR WHEEL: 40 Spoke
SIZE: 16"
REAR TIRE: Avon Roadrunner
REAR BRAKE: Factory Drum

PAINT

PAINTER: Bob Streets
COLOR: Orange Candy
TYPE: Flake
GRAPHICS: Bob Streets
CHROMING: Some Guy Up The Street
MOLDING: Bob Streets

ACCESSORIES

BAR(S): Biltwell
RISERS: Custom - Jim Lowdermilk
HAND CONTROLS: Custom
GAS TANK(S): Modifiel Wassel
FRONT FENDER: Who Needs It?
REAR FENDER: Highly Modified Stock
SEAT: Customs King & Queen
FOOT CONTROLS: Modified V-Twin Forwards
MIRRORS: Whatever
OIL TANK: Custom Round Modified
HEADLIGHT: 4.5" Round
TAILLIGHT: TC Bros Drag Replica
SPEEDO: Really??

PHOTOGRAPHER: Chris Callen

very little sleep. The following Sunday the paint was shot, thank goodness for a bake booth. Monday brought the start of assembly, thankfully Bob had took the week off to finish the bike and get to the Gypsy Run on Thursday. Squirrel showed up to help get the motor in and drink all the beer (inside joke)...love ya Squirrel... Bob hammered away at it and it was finally starting to look like a bike. Wednesday came around and it was a time to start it. Bob started kicking...and kicking...and kicking, it teased him a couple times but that was it. Being exhausted and frustrated he went to get some sleep, when Thursday came Bob was back at it with no luck. Bob's neighbor Lee Colsmann, came

over and took a look at it, made some adjustments and it came to life. By this time it was 10 o'clock or so on Thursday which meant Bob was disqualified from the sportster challenge but he was damn sure not missing the event so he hopped on the bike and broke in the new motor on the ride to the Big Mountain Run6. He made it with no problems and finally got some much needed rest. Bob took best paint in the bike show and the George The Painter award. I personally can't wait to see what Bob builds next, because his constant pursuit of never doing anything mediocre, he always amazes me.

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WITH INDIAN LARRY MOTORCYCLES AND METZELER



So many of us connected to the magazine, or even quite a few that read it on a regular basis, know the enjoyment and wonder of traveling across the country on a custom chopper.

But what if the only bike you ever rode was a stock based custom and the only out of state riding you ever did was when you did a quick fly and ride here and there? Can you imagine what it would be like if someone called and told you to pack your bags because you would be going on an all-expense paid trip on an Indian Larry Motorcycle custom with the guys from that shop? Well, Brad Shipston got that phone call and the story you're about to read is how he got the Metzeler Ride Of His Dreams.

This all started as a contest last spring as a cross promotion

between Metzeler and Indian Larry Motorcycles. While this custom bike was being built an episode at a time on social media, contestants were invited to apply for a chance to win. The only requirement was that an applicant

situation. If someone was actually reading the entries, he might actually have a chance.

In his essay Brad described the story of a young boy who grew up sitting around his grandpaps shop watching

him tool around on old Indians. His grandfather was in the first motorcycle club in the Niagara Falls area and was always doing something to those old bikes. As he got older and came into his own Brad got a bike and began running around with his buddies. He said it was like the adult version of their BMX days,



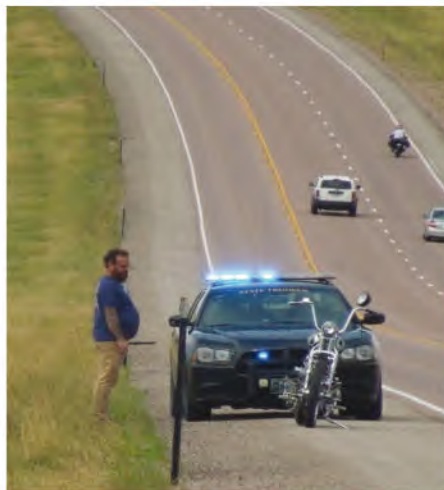
write a short essay explaining why you like to ride motorcycles. This was a fact that Brad really appreciated since it was more than just a lottery

the rides were just longer.

Fast forward back to the contest, it was around June when Brad got notification from the people at

Metzeler. He had made it to the top 20 and they wanted some pictures and a little more info. A little later another email told him he was in the top five and gave him dates he had to agree to be available for. One last final email and he was in the top three and they asked for a short video telling them why he should win. Brad's video said plainly, "Because I'd have the most fun."

It was enough to put him over the top with the public vote and he took the win. The plan was made to fly him to Sturgis where he would spend a few days as Metzeler's guest, then he and the guys from Indian Larry Motorcycles would hit the road. He still didn't know the route but it didn't matter at the time, or so he thought. He had bought an extra ticket for his fiancé, Ashlea to join him for the Sturgis portion of the trip and they bummed around the rally for a few days leading up to the ride. In Sturgis they received gold card treatment and had backstage access to much of what the rally had to offer but the one thing that was missing was the riding...but all that was about to change. Brad got the news that they would be leaving for a four day trip to Denver through



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the Rocky Mountains. The route was set, he sent Ashley off on a plane and saddled up.

He admitted right off that the first leg of the trip was rough. He was used to riding his 2002 Heritage Springer, so the difference in a stripped down little hot rod like the Indian Larry Metzeler bike was quite significant. He had never ridden a hardtail, a bike with no gauges, no frills, and he really didn't know what to expect. John was giving him the rundown when Bobby came up and said "Oh yeah, we're still dialing the brakes in so keep an eye on them." They pulled out of Sturgis and headed for Deadwood then the second leg to Rushmore. As Brad settled in to riding this bike at each stop the ride got better and better. He suddenly realized that he was riding an incredible machine with rock stars of the custom bike world. People would break their necks looking as the three bikes roared by them; it was a real treat for him. When they stopped for gas in a little town John The Painter realized that he had the van keys in his pocket. Oh yeah, the van that was back at Rushmore probably still looking for the keys. They grabbed pizza and a room and sent a rider to rescue the van.

Day two found them hitting the wide-open roads of Wyoming. This was where, in his own words, Brad rode faster on two wheels than he has ever in his life. The scenery was right outta *Dances with Wolves* and you could see for miles and miles. They opened the bikes up and rode them hard. Brad never thought he would be comfortable on a bike like this: he had grown very comfortable with all the amenities his bike had, but he found the Metzeler Bike to be all he needed and more. He raced through the gears trying to keep up with Bobby when they both noticed a plume of smoke coming off the White

Devil that John was on. The battery had cracked and they all pulled off to check it out. Brad said that this is where normal people would have been pissed that something interrupted their ride but not these guys. Instead they were thrilled that they got to do something. This was all part of it for them and they hustled around getting tools and attacking the problem. That night they had dinner in Cheyenne

with their chocolate cones dripping down their faces...

It turned out that Bean're was staying in the same hotel so the next day he'd ride with them through Estes National Park and over the Rockies. Now this was where Brad really started to appreciate the Metzeler Bike. In the curves and corners through the canyons cutting over the Rocky Mountains, this thing was tearing it up. He found that the low long frame was made for riding and he could hardly believe how natural it felt. There were quite a few times that he noticed a trail of sparks coming from all the bikes and wasn't surprised at all when they stopped and he noticed the heel of his boot was missing a little piece. Somewhere in the Rockies they had parted ways with Bean're and continued through switchback turns and killer riding until just outside of Denver when a huge rainstorm came in. The decision was made to load the bikes up and all head to Denver in the Indian Larry Van.

As he boarded the plane for his trip home Brad remembered what went through his mind before he left home. He knew that one of two things would happen on this trip that either A. he would kiss the ground under his own

bike when he got home or B. he would become obsessed from the ride on a full out custom like the Indian Larry Metzeler bike, and think of his bike as a total pussy. Fortunately for us of the custom persuasion the latter of the two was the case and Brad has now spent many hours scouring the parts catalogues and web sites with a new ride of his dreams in mind. For him, all the other rides he had taken up to this point in his 36 years paled by comparison. This one was truly the "Ride Of His Dreams."



and settled in for what would be a day of taking it easy. After riding like maniacs through the prairie the bikes needed some maintenance and while John ran for parts the rest of the crew just chilled out. Bobby was catching up on Social Media and people actually started to visit since they were following their trip on Facebook. Everyone wanted to see the Indian Larry Bikes and meet the guys. Later that day with the bikes fixed and back on the road they headed into Fort Collins for dinner at the Belgium Brewery and a late night visit to the Ice Cream Shop. Imagine this road worn group of misfits pulling up to the ice cream stand and then standing there

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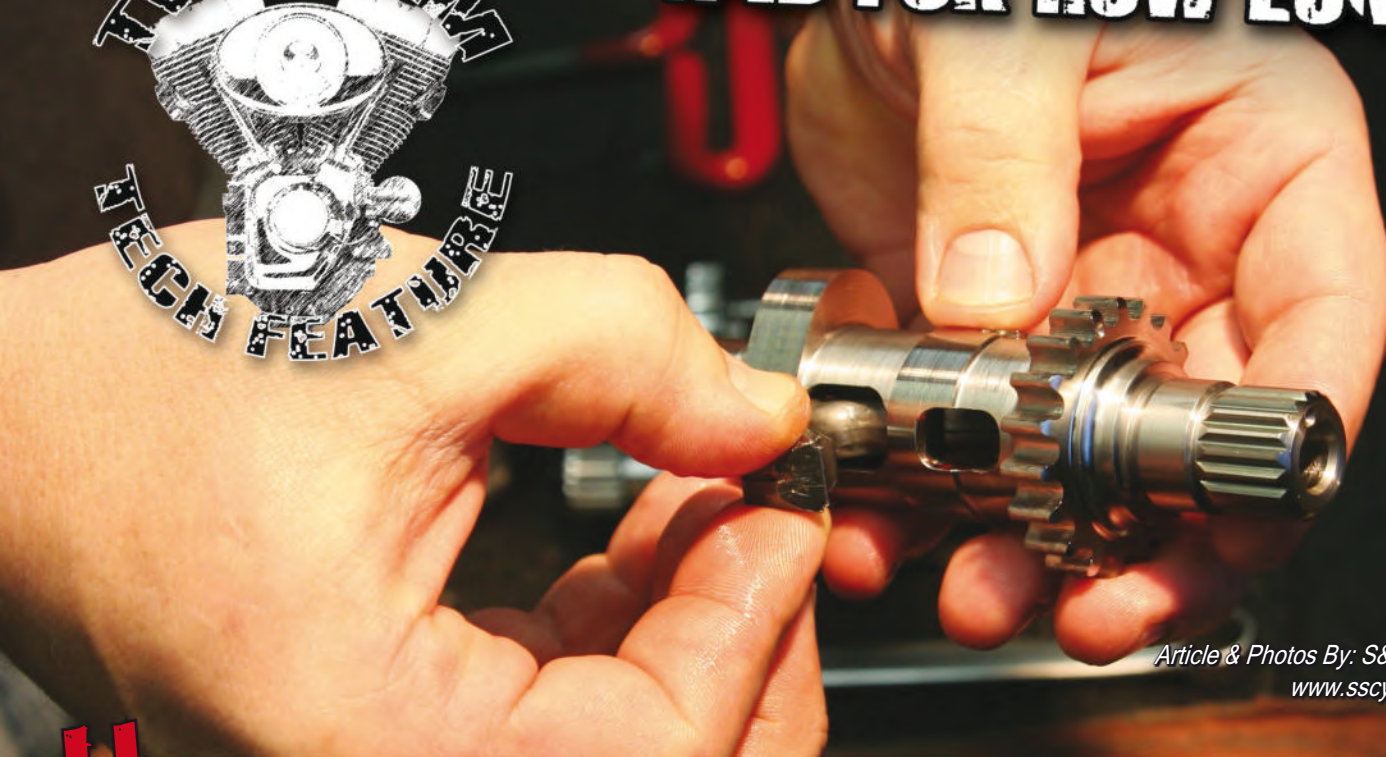
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S&S CYCLE REPORTS ON

EASY START CAMS

HOW THEY'RE MADE, HOW THEY WORK...
AND FOR HOW LONG



Article & Photos By: S&S Cycle
www.sscycle.com

Unlike many companies that sell high performance products, S&S has always tried to manufacture as many of their parts as possible in-house. Camshafts are a good example. Fact: S&S grinds their cams in Viola, WI USA.

Many companies outsource parts that are difficult to make because tooling up to make them takes a substantial investment in time, finances and personnel. Let somebody else deal with all that! That's the easy way, but it's not for us. Why Not? First of all, supply. S&S sells a lot of cams in performance kits, in engines, and just as cam kits. If you're out of cams, you're out of engines. Secondly, S&S also wanted complete control over quality. If you outsource something like camshafts, any company with the ability to do the work is likely to be selling their own line of cams. Having a competitor for a vender is kind of like asking the goat to watch your cabbage patch.

The most important reason, however is that grinding cams in-house is a critical part of our engine development program: design, development, testing and manufacturing all under one roof. When a new cam is designed, we'll have a prototype running in an engine in a matter of days instead of months.

But enough background. How's it done? All S&S cams, whether for Twin Cam 103™, knuckle, pan, shovel, or Evolution® engines start out as a piece of 8620 tool steel bar stock. The easiest step in the process is cutting the bar stock into lengths to be machined into cam blanks. After that it gets more complicated.

For late model (1999 -up) big twins, cam blanks are machined either as chain drive cams for the stock chain drive system, or as gear drive cams for the S&S gear drive. Blanks for chain drive cams are shipped to an outside vendor to have the sprockets machined on the out-board ends.

They are then returned to Viola to continue the manufacturing process.

Blanks for gear drive, and chain drive blanks with the sprockets machined are then milled to create the rough lobe shapes. Before this step the blanks could be made into any grind, but now they are committed. Rough machining involves the removal of a lot of metal, and it's a lot easier to do before the parts are heat-treated.

At this point, some cam blanks for 1999-up are machined for the Easy Start compression release trigger. This machining operation creates a pocket for the centrifugal trigger assembly and a bore for the trigger axle. The business end of the trigger is a rounded pad that protrudes a few thousandths of an inch above the heel surface of the exhaust cam lobe. Easy Start cams reduce cranking compression by bumping the exhaust valve open slightly when the tappet rolls over the pad during starting. When the engine starts and the rpm

increases past cranking speed, the centrifugal trigger assembly rotates to the run position. That slight rotation retracts the trigger from the path of the tappet and restores full compression and performance. The Easy Start feature is available in S&S cams for 1999 - 2012 big twins, and it is standard for all cams for the S&S X-Wedge® engine. Cams for single cam big twins such as knuckle, pan, shovel, and Evolution® engines don't have enough room between the cam lobes for the Easy Start mechanism.

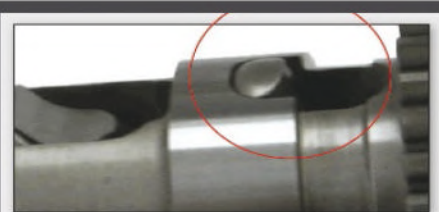
Blanks are then stamped to identify the grind and inspected on the Adcole camshaft-measuring machine. When (not if) they pass inspection, the rough machined cam blanks are sent to a heat-treating facility for surface hardening. The cams are case hardened to a depth of about .060". This creates a hard surface with excellent wear characteristics, but allows the core material to retain its original properties and not become brittle.

When the blanks return from the heat-treater, they are final ground on the Landis 3L CNC cam grinder. The rough machined cams have just a little extra material in critical

areas that is removed during the final grinding process. During heat-treating, dimensions of the parts change slightly and machined surfaces oxidize. Final grinding after heat-treating ensures a good finish and dimensional accuracy where it really counts, namely the cam lobes and bearing surfaces.

After final grinding, the bearing surfaces are inspected with an air gauge capable of measuring to one ten thousandth of an inch. The finish ground cams are 100% inspected on the Adcole cam-testing machine to verify accuracy of the cam lobe profiles. Considering the amount of time, research, and testing that goes into the design of a camshaft, and that the profile of the cam lobe is a critical factor to the performance of the engine it will run in, it's vital that the profile be correct on every cam we make. Cams are then laser etched with a profile number because even the guys who work on these things every day can't always tell what grind a cam is just by looking at it.

Chain drive cams already have the sprockets machined into the blanks before the rough machining



The compression release lobe reduces compression until the engine starts.



Increased rpm causes the compression release lobe to be centrifugally retracted so the engine runs normally.

ONE - Each of the two exhaust cam lobes are equipped with a spring loaded compression release lobe on the "heel" of the cam at the point where the valve would normally be fully closed.

TWO - The lobe holds the exhaust valve open slightly at cranking speed. This releases some of the compression, making the engine much easier to crank.

THREE - Once the engine starts, and rpm increases, the compression release lobe is centrifugally retracted and the engine runs normally, with full compression, and without any loss in performance. This allows a stock starter and battery to start nearly any engine.

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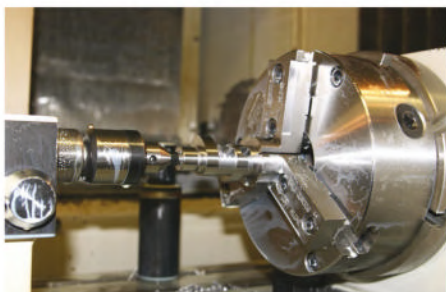
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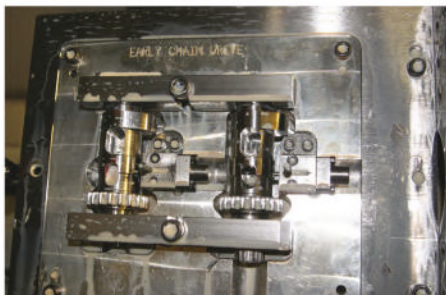
These cam blanks are machined from a section of 8620 tool steel bar stock. The top blank is for single cam alternator style shovel and Evolution® big twin engines form 1970 – '99. The lower blank will be one of a pair of cams for Twin Cam 88®, 96™, or 103™ engines. Blanks like this can be used to make any cam grind S&S offers.



This rough machined cam blank will get some additional machining for the Easy Start compression release trigger before it is sent to heat treat.



The Easy Start trigger pocket machining is done in two operations. The first operation mills two pockets perpendicular to the shaft.



In the second of two Easy Start trigger pocket machining operations, a front and rear cam blank are mounted to this fixture on a 5 axis CNC machine. The fixture tilts to allow the machine to remove material to connect the two pockets created in the first operation.



With both Easy Start machining steps complete the pockets are connected by a passage that will contain the trigger mechanism.



The machinist checks to make sure the Easy Start trigger mechanism fits correctly in the pocket. The trigger mechanism will not actually be installed until after heat treating and final grinding are complete.



After cam blanks return from the heat treater, they are final ground on the Landis cam grinder. Note the dull appearance of the part. This is due to surface oxidation in the heat-treating process. This rough surface will be removed from bearing and cam lobe surfaces during the grinding operation.



After final grinding, the cam bearing surfaces are checked with an air gauge. This high tech instrument can detect variance in diameter to one ten thousandth of an inch.

operation, but it is only at the end of the process that the gears are pressed onto the gear drive cams. Like all S&S machined parts the cams are cleaned to remove any machining chips or contamination, and they are treated with rust preventative . . . you guessed it, to prevent rust, which as we know, never sleeps.

Most of the camshafts we produce are packaged for sale as cam kits, and are sent to the S&S warehouse in LaCrosse for shipment to our dealers and distributors. The rest are sent directly to the assembly department to build S&S engines.

Regardless of the style or application, or whether they come in a box or an engine, you can be assured that S&S cams reflect the latest in design, manufacturing and testing techniques, and they're made here in the USA. We believe they're the best cams money can buy.

If you want to see this all in action check out the video: <https://youtu.be/5q5mg0C4Rfg>

Editor's Note:

Ok, so it's been a few years since S&S released their Easy Start cams and almost immediately there were huge conversations on blogs and tech forums about how these would stand up over time. With the extra moving parts there were more than a few skeptics, but the need for an easy option to give the starting system a break under the load of high compression motors was great.

This gave us a unique opportunity since when they first came out we had the chance to have a set installed in our very own Black Pearl. At the time I was prepping for the Hoka Hey and S&S built the motor in my 2003 Ultra up to a 111. They asked if I wanted straight cams or easy starts. Now, I'm not a fan of compression release valves unless they are auto since I forget to use them and it's just an extra pain in the ass so I agreed. As I write this today I can tell you two things about that 111 motor in my Ultra... A. it has disappointed many a shiny bagger rider who mistook the rough outer shell of the Pearl as a dog and B. over sixty thousand miles later those Easy Start Cams have never skipped a beat. I've never done more to that machine than change it's oil and burn the back tire off over and over. It's won the Baker Burnout Drags in Sturgis and has effectively carted my ass all over this country doing the work of Cycle Source Magazine.



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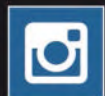
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MIKE AND MATT'S LONG ISLAND

Article & Photos By: Mark Velazquez

Ever just have one those buddies that always calls you to tell you “Dude! You gotta check out this killer bike my friend rides! Totally a feature bike!” Well if your lucky or unlucky enough to have one of those best, swell pals in your life never you worry because I sure do, and for me that friend is my brother from another mother and he goes by the name Punken. Now, I am sure that some of you as you read will say... no way I know that dude. Well to be honest in the end most people do know Punken, and if you’ve not already run into him I am sure in due time that

you will. With that said this feature starts with a call from my buddy while in Daytona this past year.

So, as always I get this call and the first thing I hear is, “Got a killer bike for you, your gonna love it!”. Of course I figure what’s another pic on my phone to delete later so I tell my friend, sure send it over. And to my surprise I hit pay dirt with a couple of guys named Mike & Matt who go by the name Yard Ratz Fabrication. And if my luck could not get any better they are a couple of New York guys to boot. With no time to shoot the bike while in Daytona I send a quick pic to the boss for approval



WARD RAT





and after the ok schedule what would be a very cool shoot to take place back in New York.

Two good months later we are now into May. Its time to shoot. With no place in mind I make a call to my friend Tony P who's wife Pam, along with her partner in crime Michael works and run Duck Walk Vineyards out in a town called Mill Creek which is really the start of the Hamptons and wine country if you know a little bit about Long Island. Being biker friendly she welcome us in like rock stars! What a killer location! We pretty much had the run of the place and with that said we took our time to enjoy the shoot and make a day out of it. The pictures of this bike will speak for themselves. Sometime my job can be that easy. And this ride was just a pleasure to view.

So I'm sure your wondering, well what about the bike? And who are these Yard Ratz? Well Yard Ratzs Fabrications is the creation of Michael Hendricks and Matthew Paris. Two guys from Long Island who met

at a body shop and started building bikes together in their back yards just over 5 years ago. Hence the name Yards Ratz. As for the bike it was once a 1979 Yamaha XS650. I say once was only because the cases may be the only original part still left on the bike after being rebuilt 5 times over. The bike is Matthew's daily rider and when I asked him why Yamaha he simply said it was the cheapest way to go out of the gate. But states today he would not have it any other way. He recalls just buying the bike without even testing it and right of the bat cutting the once original frame right in half.

As she rides today she's a beauty. A killer paint job done by HC Kustoms that include graphics, which I am sure I am not allowed to repeat in print. Shaved down 41mm Harley forks, Mullion 41 narrow triple trees, and custom narrow sporty tank are just a few of the treasures you will find when a closer look is taken. In the end a clean and sexy ride that would rival most in her class when needed. In the end it just goes to show you that the mind is more powerful



YARD RAT TECH SHEET

OWNER: Michael Hendricks
FABRICATION BY: Matthew Paris
CITY/STATE: Glen Cove, NY
YEAR: 1979
MODEL: XS650
VALUE: Priceless
TIME: Too Many Years On and Off

ENGINE

YEAR:
MODEL: XS650
BUILDER: Yamaha
IGNITION: Pamco
DISPLACEMENT: 707
PISTONS: J&#E
HEADS: Stock
CARB: Makuni 34mm
CAM: Hugh's Hand Built Re Phased Cam
AIR CLEANER: Uni Filters
EXHAUST: Custom One Off Stainless
PRIMARY:

TRANSMISSION

YEAR:
MAKE:
SHIFTING:

FRAME

YEAR:
MAKE: Custom Chomoly Frame
RAKE: Stock
STRETCH: 3"

FORKS

TYPE: Shaved 41mm Harley Forks
BUILDER:
EXTENSION:
TRIPLE TREES: Mullion 41 Narrows

WHEELS

FRONT WHEEL: Mod Harley Sporty Wheel
SIZE: 121"
FRONT TIRE: Avon
FRONT BRAKE: None
REAR WHEEL:
SIZE: 16"
REAR TIRE: Firestone
REAR BRAKE: Stock Drum

PAINT

PAINTER: HC Kustoms
COLOR: Gold
TYPE:
GRAPHICS: HC Kustoms
MOLDING:
CHROMING: None

ACCESSORIES

BAR: Custom One Off
RISERS:
HAND CONTROLS:
FUEL TANK: Custom Narrow Sporty
FRONT FENDER: None
REAR FENDER: Custom
SEAT: Via Meccanica
FOOT CONTROLS: Custom
OIL TANK: None
HEADLIGHT: Triangle Light
TAILLIGHT: Titmouse
SPEEDO: None

PHOTOGRAPHER: Mark Velazquez

then the dollar when it comes to art and perfection.

As for Mike and Matt it was nice to sit and get to know these 2 guys who just love to build. Let it be known that Matt's ride is by far not the only build these guys have under their belt. And with more to come for sure they did stir up their share of attention down in Daytona. Oh and getting back to my buddy

Punken, he had no clue who these guys were! All he saw what a great looking bike and two cool guys who built it. And in the end isn't that what the culture should be all about... Build em, ride em, and build them again.

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SCOOTER TRAMP SCOTTY AGAINST THE ODDS

Article and Photos By:
Scooter Tramp Scotty

B

ecause the three travelers portrayed here offer such a powerful message, I feel compelled to bring a piece of it to you. By the end of this article I will have gotten to the point and hope that the idea I am sharing will have bled through in sufficient understanding in hopes that it will affect the lives of at least a few readers.

For each rider I'll offer what little I know from our encounters together. Though this may not provide an abundance of information, I believe it will be enough.

I'll start with Rocky—who got his name because he was used to travel with a raccoon. For some years I'd seen this guy working at the large motorcycle rallies for a big outfit called Racepro. They sell a variety of motorcycle accessories such as carburetors, clutch mods, etc. Though I'm familiar with these guys because I also work for vendors and we all tend to know each other at least to some extent, it wasn't until this year when Racepro

hired me to help set up their outfit that I got to know Rocky. From the beginning it seemed impossible not to find his story intriguing.

A friendly little dude who's quite the perfectionist, Rocky was born completely deaf. Although he has a good home and a wife of multiple decades, for all of his 70 years this guy has been an avid, if not obsessed, motorcyclist. In his youth Rocky was heavily immersed in the dirt bike scene and spent much of his time at the motocross track while working as a mechanic for some of the largest racing outfits out there. Unable to hear the tone of a motor, it's said that Rocky can tune an engine to perfection by the feel of vibration coming through the handlebars. And although Rocky still works as a wrench, he's undeniably a serious rider as well.

Though Rocky reads lips, communication with him requires effort and pieces of a conversation are sometimes lost to both parties. Still,

my interest in conversation with him eventually led to the photo album in his phone and that's when it hit me. For many, many years Rocky has been making regular, solo, multiple month, cross country, motorcycle journeys.

What I also gathered from our sometimes spotty conversations is that, among a few of the other health problems that accompany age, last year Rocky found himself in a battle for his life against cancer. After many painful treatments, the time for one of his long rides came up and Rocky simply left town. As he tells it, "Three hundred miles out I remembered I had an appointment for another treatment the next day. What the hell, I decided, I'm just gonna keep going. When I returned a month later the doctor ran more tests and determined that the cancer was gone. "Motorcycle medicine," I replied, "The great cure-all," and we got a good laugh outta that one.

As I write this article Rocky is on a two month solo ride from his home

in Jacksonville Florida to Cahis California where he will turn north and head to Oregon and Washington. Rocky, born Gerald Williams, can be reached on Facebook.

Next, we have Michelle Hope. Years ago Michelle walked away from a high paying corporate job that was slowly sapping the life from her very spirit. She pushed her expensive furniture to the curb with a sign that read "Free", loaded a few belongings into her little car, and left the state. With no previous motorcycling experience, the influence of a Softail rider named Kim lit a spark in her and she purchased a 1985 Honda Shadow for \$800. After practicing on the motorcycle for only a week, Michelle liquidated whatever possessions (including the car) that would not fit on board the bike, packed her remaining goods on, and hit the road. At first she encountered those problems that are bound to plague any traveler new to the road: but it was "out there" where she soon discovered that the little voice deep in her gut, the one that had always yearned for freedom, was in truth the sound of some deep seated passion.

Michelle had been a graphic artist for a big corporation. She was also a painter and for a time she earned money illustrating children's books. Eventually however, she took to working for rally vendors just like I do. This was an avenue she pursued only for the money not for the joy.

After years of continuous road-life with her little dog 2Lane as a companion, the Shadow's engine began to drink oil and make disturbing noises. After ignoring the racket for quite some time, Michelle finally gave eBay \$200 for another motor and installed it with the help of her son James. In time however, that engine

began to suffer similar problems. But it was not to last.

One sunny afternoon, while traveling through a small Georgia town, Michelle stopped into a Harley dealership to sit for a while, drink coffee, and socialize with the patrons there. One of the customers took a liking to her and noting the beat up Honda, went and bought her a new/used/trade-in motorcycle. It was a 2007 Suzuki Boulevard with very low mileage. As she tells the story she explains: The experience was very emotional for every customer present. It was an act of such extreme kindness that it inspired tremendous

is a vegan, and has a great interest in natural medicine. She actively pursues spiritual advancement techniques such as yoga. After seven years of continuous life on the road Michelle decided the time had come to pursue her passion. She returned to San Diego, and enrolled at the International Professional School of Bodywork. The degree she sought would require a two year commitment. So Michelle purchased a used RV which she parked on the street near her school just like so many do in that city. This made for an easy walk or a short motorcycle ride to class. You see, Michelle had grown so used to the

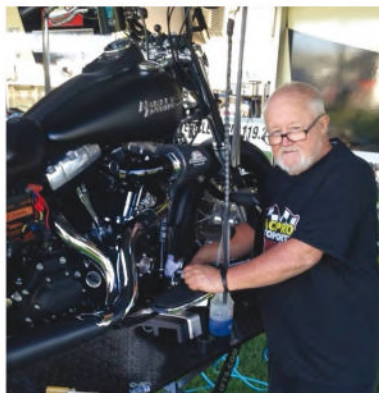
absence of debt that she did not want to complicate her studies with the pressure of rent so this was a great arrangement for her. At the end of two years Michelle graduated, sold the RV, and has returned to the nation's highways as a massage therapist/holistic health practitioner. I've never seen her happier.

Michelle can be contacted at Facebook via Michelle Hope. Her many drifter stories are also available online in the Gypsy Bikers section of hdopenroad.com.

Last but not least is Brother Speed. Though I've known this man the longest and once even stayed a night at his house, our many encounters have often been brief and it's quite possible that, of those depicted

here, he's the person I know the least about. So I'll just relate what I do know...

For many years I've seen Speed in various parts of the country. Each spring, he ties the old Shovelhead (heavily decorated with a million coins and other memorabilia) into the back of his pickup truck (which looks to be a 1960something model) then takes off to attend the huge summertime motorcycle rallies scattered across the U.S. In fact, I just saw him at North Carolina's Myrtle Beach motorcycle rally last May.



feelings for everyone. At one point the customers were holding hands around the new bike and praying. Some people were running into the shop to buy her accessories, and a few shed real tears. By late afternoon Michelle had moved her belongings onto the new bike, left the Honda behind, and road away. She never heard from the man who'd been so kind to her again.

To date Michelle and 2Lane still travel with that bike. Michelle always ventures ahead; she keeps no permanent house to return to. She is part hippie-chick. Michelle

Brother Speed tells me he cruises the old truck along at about 50mph while traffic whizzes by. He also told me about a few rather major breakdowns where he was forced to unload the bike, run for parts, then sleep in the cab when the truck's repairs took longer than the time that was left in that day.

Brother Speed generally works rallies as a night watchman for the Broken Spoke Saloon or its equivalent. While there, Speed covers the truck's cab with a thick tarp for darkness then sleeps inside by day. But I believe Brother Speed makes these journeys mostly for the purpose of being out in the world, doing what he loves, and staying close to his lifelong passion of motorcycling.

Brother Speed is now in his 70's. This man is not computer literate and for more info about his unusual journey you will simply have to approach him at a rally.

For most of us, when we consider the actual pursuit of what may be considered only a dream, the mind will often invent the usual excuses and fears such as: I'm too old; I don't have enough money; I'm too weak; I'm a girl; It isn't the responsible thing!

concerns, and against what might even be considered insurmountable odds by the standards of many, the men and woman portrayed here have instead taken easily to the reality of their dreams. For me, their stories offer a powerful message: It would

seem that, for those who dare to dream of the highway's freedoms, or possibly any other passion for that matter, 85% of the real obstacle lies in the mind, while only 15% constitutes the material part of such a venture.

Over the years many have called to ask me for advice on their upcoming motorcycle tour. My reply is always the same: Get all the things you think you'll need, bungee them to the bike, pick up your balls, set them on the seat, and hit the gas...



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This is a wild one. Out of the past, out of the rubble, creative minds never stop. Through all the restrictions and regulations the human spirit prevails. The chopper world represents so much more to our society than nuts and bolts, but freedom, creative expression, innovation, and fun. Let's hit the news:



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In addition to the sale price, Leatherworks Inc. will donate 5% of proceeds to the Buffalo Chip Technical Scholarship Foundation service through the Flying Piston Breakfast (held on August 2, 2015). The breakfast is a fundraiser for students and returning veterans to ease their transition back home through technical training and job placement.

If you are in Sturgis, come out and enjoy the fun, food and silent auction. Join this opportunity to combine a love for motorcycles with a passion for helping veterans. Please visit the Flying Piston for more information on this organization.

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BIKER IN WACO SHOOTOUT FILES CIVIL RIGHTS LAWSUIT

-- A 30-year old-father and former firefighter who is also a member of a motorcycle club has filed a federal civil rights lawsuit alleging he was illegally swept up in the police dragnet following last month's Twin Peaks biker shootout in Waco.

Matthew Clendennen of Hewitt is a member of the Scimitars Motorcycle Club and was at Twin Peaks on May 17. He was one of about 170 people arrested after the melee, which left nine dead, and was charged with engaging in organized crime.

In his lawsuit, filed in federal court in Waco on Friday, Clendennen said he was arrested "without probable cause."

His lawsuit names the city of Waco and the McLennan County Sheriff's Office, as well as individual officers working the Twin Peaks case. The suit says Clendennen's constitutional rights were violated.

— Jason Trahan, WFAA-TV, Dallas
--from Rogue



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Choppers, Bobbers and Motorcycle Art--Things are starting to come together for the National Motorcycle

WORLD REPORT BY BIKERNET.COM



Museum's upcoming exhibit, The Allstate Motorcycle Chopper Story presented by J&P Cycles.

It is the first-ever motorcycle exhibit comprehensively documenting the evolution of the American Custom Motorcycle: the cut-downs, bob-jobs, show bikes and choppers, from the late 1920s to the early 1980s.

The exhibit will open June 20, 2015, just in time for the 2015 Vintage Rally. The Allstate Motorcycle Chopper Story exhibit will include only period-built bikes, plus related artwork, memorabilia, film posters and photos, plus contemporary artwork commissioned for the show.

"The bikes in the show are Honda, Harley and Triumph powered, even BSA, built by regular folks next door, but also Von Dutch, Ron Finch, Arlen Ness, Indian Larry and others, and show a lot of originality," says John Parham, owner of the National Motorcycle Museum. "Some of the paint is tamer than we see these days, but amazingly, most of the 40 to 50 year old bikes on display have original candy apple and pearl paint. After you see CHOPPER STORY, you'll have a



better perspective on custom builds you see today. Looking at all this fine work, done so many decades ago just makes me smile."

The 2 Wheels+Motor art exhibit will also be on display, with artists from all across America participating. Although paintings will be the predominant medium, there will also be bronze and mixed media

sculptures, prints and photographs, and most art work will be for sale during this one year show ending May, 2016.

Just like the previous Dirt Track Heroes exhibit, which was on display for two years, The Allstate Motorcycle Chopper Story presented by J&P Cycles won't be around forever.

The National Motorcycle Museum, located in Anamosa, Iowa, was founded in 1989 by people who love motorcycling and it thrives today because of their sound plan. Engineers, racers, bike builders, tuners and others as far back as the late 1800s built the groundwork for what motorcycling has become. The National Motorcycle Museum's goal is to present their passion, and ours, through fine interpretive exhibitions built around a fine collection of machines and historical objects from around the world.

THIS MONTH'S MOTORCYCLE RIDERS FOUNDATION LEGISLATIVE REPORT--

The USA FREEDOM Act was signed into law-- As we reported when the bill passed the House in May, this important legislation will bring to an end NSA's mass, undifferentiated collection of telephone metadata under the USA PATRIOT Act. The NRA has opposed this broad surveillance program because of its potential to chill our members' communication, particularly given the Obama Administration's well-publicized antagonism against Second Amendment freedoms. We also noted that the availability of sophisticated means of analyzing the metadata to create detailed profiles of individuals could effectively create an end-run around federal prohibitions on firearm registries.

The PATRIOT Act provisions underlying the telephone metadata program had expired late on May 31. This gave impetus to passage of the USA FREEDOM Act, which reauthorized the intelligence community's access to information, but with a variety of mechanisms to ensure collection of

telephone metadata is more narrowly focused on legitimate national security concerns. Privacy advocates from across the political spectrum are hailing the Act's passage as a historic, if measured, step toward ensuring the federal government is not given free rein to delve into the private lives of ordinary Americans.

The NRA is pleased that Americans' concerns regarding overly-intrusive government surveillance have produced meaningful reforms. As ever, we will remain alert to any threats to Second Amendment rights, however they may appear.



Team Lucas Rolls Out Of Summer nationals On Two Fastest Bikes In NHRA History--

Every sport involving speed has its records and every time, every single time one of those records is broken it means that yet another barrier has been shattered.

But some barriers are more important than others and some barriers are so significant that their fall is remembered by fans for decades and even generations after the event itself. Decades and generations after the historic record being celebrated has itself been broken so many times that anyone running, driving, skiing or flying at the once "awesome" speed



wouldn't even qualify for any modern event.

Bannister's four-minute mile in track and field, the 150mph mark going down at the Indy 500 by the one and only Rufus Parnelli Jones, , Kenny Bernstein's "King of Speed" 300mph quarter mile in a Top Fuel Dragster, Craig Breedlove's Spirit of America's 600.601 mph land speed record at Bonneville in 1965.

In the National Hot Rod Association's Professional Classes the next and perhaps, given changes in rules and the shortening of Nitro-fueled racing from one-quarter mile to 1,000 feet, the last major milestone to be conquered is the 200 mph barrier in Pro Stock Motorcycle racing.

Many have tried to top the highly resistant mark, but none have come closer than Team Lucas rider Hector Arana, Jr and his father and bike builder Hector Arana, Sr. Having come within a little brown Arana hair of beating the 200mph clock with a blistering 199.88mph quarter mile earlier this season in Charlotte, Arana, Junior arrived at last weekend's Summernationals in Englishtown, N.J. in the saddle of the fastest motorcycle in NHRA history.

Also arriving with his six guns hip-slung low for business was Junior's Dad, winner of the previous Mello Yello Series National Championship event in Atlanta. Arana, Sr. opened the shootout by piloting his Lucas Buell to a 199.37-mph qualifying pass shortly after unloading his bike from the trailer. Proving that youth must (sometimes) be served, Hector, Jr. almost immediately fired back with a slightly faster 199.37mph.

Which is where the weekend assault on that elusive 200mph barrier ended as rapidly rising temperatures on the partially repaved drag strip negatively affected traction for all four pro classes in the NHRA's premiere series.

Needless to say neither Lucas driver was content pulling out with themselves and their team holding the three top speeds ever recorded in Pro Stock Motorcycle history.

"Breaking the 200-mph barrier is the last big accomplishment in our sport of drag racing," Arana, Jr. said. "The first one who does it is going to be the one who goes down in history. They're going to be the one who everybody remembers going 200 mph. You're not going to remember the second one to do it, you'll only remember the first one.

"It's about having everything perfect," he added. "You need to have the right combination, everything the motor wants. You need to have horsepower, of course, and with all that comes hard work and dedication. You've got to have all that in order to achieve that speed. And we're going to try our hardest to be the team that gets it."



POSSIBLE INTERSTATE TOLLING EXPANSION--

As a member of the Alliance for Toll-Free Interstates (ATFI), the Motorcycle Riders Foundation (MRF) works with the ATFI on a regular basis to ensure that your right to ride is not infringed upon with heavy interstate tolling. Please take a few minutes to review this and respond.

The MRF has learned that the U.S. Senate Environment and Public Works Committee (EPW), which has jurisdiction over the Interstate Highway System, is considering expanding interstate tolling at its June 24th bill markup.

Please take action by sending an email to your Senator if they sit on the EPW Committee. Add a sentence urging them to contact Chairman Inhofe directly about rejecting tolls!

Tell the EPW Committee "NO TOLLS" in just 15 seconds

Over the past seventeen years, the Interstate Reconstruction and Rehabilitation Pilot Program (ISRRPP) has served its purpose and demonstrated the unviability of tolling existing interstates. Six states have pursued tolls via the ISRRPP, and all failed primarily due to the widespread public outcry over tolling's negative consequences, which in some cases even triggered legislative action to protect interstates from tolls. Pilot programs are meant to be temporary. Now approaching twenty years, the ISRRPP has run its course and should

be repealed, not expanded or made more flexible.

We all know that tolling existing interstates would have serious negative consequences. Businesses would face higher operating expenses and be forced to pass those costs on to consumers. Commuters and travelers would face steep cost increases, and hourly employees might have to work an extra hour per day just to pay the toll to and from work. Traffic diversion around tolls onto secondary routes would cause congestion, increased accidents, higher road wear and repair costs for local governments, and slower first response times. The cost to ride will be dramatically higher.

Additionally, our Founding Fathers gave Congress the responsibility to regulate commerce; this now includes funding and maintaining the Interstate Highway System, and passing the buck to the states is an abdication of duty and violates the spirit of the U.S. Constitution's Commerce Clause. It may be politically expedient to frame it as a "states' rights" issue, but this ignores the safety, equity, and interstate commerce implications. Most importantly, it will not solve the highway funding problem.

Please join the MRF in urging the EPW Committee and its Chairman, Senator Jim Inhofe (R-OK), to protect interstates from the burden of new tolls.

There you have it, the best of the best from the Weekly Bikernet.com News. If you need a quicker fix, head over to Bikernet.com. Or catch the next issue of Cycle Source to see a report on the 5-Ball Racing Streamlined Trike project, the Salt Torpedo.

--Bandit

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Paughco UPSWEEP exhaust systems for Softail and Rigid Sportsters are all about looks and attitude. The pipe sets are available in UPSWEEP SLASH CUT (1986-2003 EVO Sport EVO Sport rigid frame), UPSWEEP STRAIGHT CUT 1986-2003 EVO Sport and rigid frame EVO Sport), UPSWEEP GOOSE CUT (1986-2003 EVO Sport and rigid frame EVO Sport.) Pipes are 1 3/4" diameter and finished in chrome. MSRP \$339.95 - \$355.95 kits are also offered at \$40.95. Hanger part numbers are 718-7 for EVO Sportsters and 718SBR for Rigid applications. Heat shields are also available. These systems may not meet sound level requirements in all areas. For complete details go to www.paughco.com or call 775-246-5738.



THE PHANTOM PIPE II

The Phantom Pipe II (MSRP \$1,499.00) is a curvy 2:1. It's an updated version of the original Phantom Pipe for Softails and the Baffled FLH Phantom Pipe. Available in a baffled, black ceramic version. It includes a 2" removable and rebuildable core that's tough sounding and even better performing. The 4-piece stylized chrome-plated heat shields come pre-installed. The Phantom Pipe II features a 2" primary pipe and a 3.5" diameter collector. Designed by Paul Yaffe. The SuperTrapp Phantom Pipe II fits '14 - '15 Sportsters (all except T models), '07 - '15 Softails as well as '06 - '13 Dynas with forward controls and for '08 and up Dyna models. www.SuperTrapp.com



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Vance and Hines Hi-Output Grenades 2-into-2 feature an aggressive deep tone with an innovative three step muffler design. These mufflers have CNC Machined billet end caps and are available in chrome, chrome with black tip, black with pearl nickel tip or all black finish. The Hi-Output Grenades 2-into-2 Patent Pending have Super Bung Technology - 12/18 mm O2 Sensors, Head pipe Heatshields (Chrome or Black), Optional Quiet Baffle (PN/Pricing coming soon) and Optional Footpeg relocation kit (PN/Pricing coming soon) MSRP: \$749.95 - \$799.95 www.vanceandhines.com,



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Throwbacks are finished with 2 1/2" straight cut billet end accents that feature the Python logo. Available for 86-15 FXS/FXST/FLS/FLST, 06-15 Dyna and 04-15 XL models. Made in the U.S.A. Sug. Retail \$512.95 to \$517.95. For more information, go to pythonperformance.com or contact your local Drag Specialties dealer.



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The 2-into-1 Collector Style Headers from Paughco are the perfect addition for a one of a kind look. Boasting 1 3/4" headpipes with 2 1/4" full-length heat shields, these headers open up into a uniquely designed 3" collector with a rotatable double-barrel tip, angled to match the design of your ride. Headers are available in chrome or a black High Temp paint finish, with Twin Cam models receiving 12mm and 18mm O2 sensor bungs and block-off plugs. Made in the USA for 86-15 FXST and FLST models, the suggested retail price is \$749.95 for chrome and \$799.95 for black.

<http://www.dragspecialties.com> For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer.



EXILE MONSTER PIPES

Exile Monster Pipes For Stock Harleys have been a signature Exile Cycle component for nearly two decades. They are available for your Harley Davidson Softail in two styles, Monster Drag Pipes and Monster Shotgun Pipes. Monster Shotgun Pipes are also available for late model Dynas. These pipes feature heavy 16 gauge steel tubing and are supplied in raw steel or a with high-temp ceramic coating on request. The 1 3/4" header pipe continues inside the true 2 1/2" outer body to maximize scavenging pressure, resulting in significant performance gains. Each set includes removable louvered-core baffles with polished billet end-tips, and all the necessary brackets and hardware. Starting at \$499 in raw steel, with high temperature ceramic coating in silver or black available for an additional \$250. www.exilecycles.com



VANCE & HINES OVERSIZED 450 SLIP-ON

Bigger is better. The Vance & Hines Oversized 450 slip-on line for Touring models takes it to a new level with massive 4.5-inch diameter mufflers. Finished with equally large new Destroyer, Titan and Raider style CNC machined billet end caps, the Oversized 450 fits and looks the part on baggers with extended skirts. The Oversized 450 slip-on line also puts out a big deep-toned rumble thanks to its large fiberglass wrapped 2.5-inch perforated core baffles, which can also be tempered down with optional quiet baffles. Available in all chrome, all black or chrome with black end caps. MSRP \$679.95 - \$699.95 www.vanceandhines.com.



PAUGHCO INDEPENDENT DUALS

Paughco has just released an awesome exhaust system that provides HD Trike owners with a truly INDEPENDENT DUAL EXHAUST. Developed specifically to fit 2009/2014 Trikes, this package offers all the benefits of an independent system and a platform to use just about any stock or custom mufflers built for 1995/2009 machines. Paughco has a huge selection of mufflers in many shapes and styles that fit this system perfectly. Mufflers are sold separately. The Trike system features true dual independent front and rear 1 3/4" pipes, the front pipe is one-piece all the way back to the muffler, and full length 2 1/4" chrome heat shields with clamps. The new pipes increase exhaust flow and performance while producing the exhaust note all HD enthusiasts live for. Installs using OEM mounting hardware and features an OEM style tapered flare at the top for excellent sealing at the exhaust port. If you're lucky enough to own a new HD Trike this new system from Paughco will give it a whole new personality. Suggested retail for the entire system is just \$399.95. This same system is now available for 2009-2014 Touring models. For complete details call direct to 775-246-5738 or catch them on the Web at www.paughco.com.



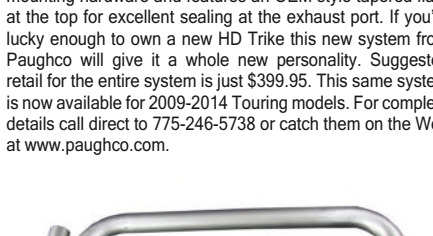
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Bring the beautiful sound of Magnaflow Exhaust Systems to your bike with help from Arlen Ness and their new Lowdown 2-into-2 Exhaust Systems. These pipes have a custom-inspired design, with large sweeping bends and trend setting accent-cut billet twin clamp for a defining custom end to the pipes. The increased performance is complemented by rich, amazing sound quality delivered through louvered baffles. The 1 3/4" headpipes come with 2 1/2" full coverage heat shields, as well as a 12mm and 18mm oxygen sensor ports with plugs. Available in chrome or black for 96-15 Softails, 06-15 Dynas and 04-15 XL models. Made in the USA, MSRP is \$599.95 for chrome and \$669.95 for black. <http://www.dragspecialties.com/products/?productid=248933> For more information, go to www.dragspecialties.com



PANDEMONIUM PREMIUM XS650 EXHAUST KIT

This Premium XS650 Exhaust Kit from Pandemonium includes everything needed to build your entire exhaust. Each Premium Kit includes the following items show in picture: (2) 1 1/2" OD Combo Bends 16 Ga --- (2) 2' ft Long 1 1/2" OD Straights 16Ga for a total of 11' ft 6" of tubing--- (2) 1/4" Thick Exhaust Flanges---(2) Exhaust Collars--- (2) 1 1/2" Mounting Tabs---(2) 1 1/8" Mounting Tabs---(2) Exhaust gaskets--- (4) M10 1.25 Stainless Steel Flange Nuts--- (4) M10 Stainless Steel Lock Washers---(2) 1/4" x 20 x 5/8" Allen Bolts---(2) 1/4" Stainless Steel Lock Washers---(2) 1/4" x 20 Stainless Steel Nuts. Sold only in Raw Finish MSRP: \$99.99 www.pandemoniumc2.com



PANDEMONIUM BASIC XS650 EXHAUST KIT

This Basic Exhaust Kit by Pandemonium for builders to design their own custom exhaust system. This Basic XS650 Exhaust Kit includes: (2) 1 1/2" OD Combo Bends 16 Ga; (2) 1/4" Thick Exhaust Flanges for XS650; (2) Exhaust Collars MSRP: \$74.50 www.pandemoniumc2.com



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THE NEW "DOUBLE D" EXHAUST SYSTEM

Pandemonium has come up with a new "Double D" Exhaust system for the XS650. Every one of our exhaust systems are fabricated by hand in our shop on an engine to be sure that it will fit correctly. Each system includes: 1 1/2 Mandrel Bent Tubing, Exhaust Gaskets, Tig Welded Construction, Laser Cut Flanges, Stainless Steel Fasteners, Sold in Raw Finish. MSRP: \$210.00
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THE "HOT-MAMA" EXHAUST SYSTEM

The "Hot-Mama" Exhaust system for XS650 is a combination of our "Ya-Mama" Exhaust and our "Hot Rod" Exhaust system. Pandemonium Custom Choppers exhaust systems are fabricated by hand, in our shop on an engine to be sure that it will fit correctly. Each system includes: 1 1/2 Mandrel Bent Tubing, Exhaust Gaskets, Tig Welded Construction, Laser Cut Flanges, Stainless Steel Fasteners, Sold in Raw Finish. MSRP: \$210.00
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DEI PREMIUM EXHAUST WRAPS

TDEI premium exhaust wraps are designed to keep heat contained within the metal pipes of the exhaust system. This keeps the heat expanded longer increasing the velocity of gas flow out of the exhaust header and exhaust system mufflers. Wrapping your header pipes with DEI's exhaust wrap can reduce ambient temperatures by up to 50% while providing additional horsepower, engine protection and rider comfort. All of our exhaust wraps are woven using the highest quality materials, right here in the USA. DEI exhaust wrap is packaged in three ways: Complete Kits, Wrap and Ties, and individual components. Starting at \$19.95 visit www.deipowersports.com



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The Fuelpak FP3 will revolutionize fuel management for all new Harley-Davidson models now using the HDLAN system. Connecting wirelessly by Bluetooth to any iPhone or Android Smartphone, Fuelpak FP3 uses Flash technology to recalibrate engine parameters and mapping for exhaust systems and other performance upgrades downloaded from the expansive library of calibrations developed by Vance & Hines.

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How many bike builders does it take to screw in a light bulb? I don't know, they'll finish it on the way.

GTP

A guy walks into a bar with his pet monkey. He orders a drink, and while he's drinking, the monkey jumps all over the place, eating everything behind the bar. Then the monkey jumps on to the pool table and swallows a billiard ball. The bartender screams at the guy, "Your monkey just ate the cue ball off my pool table -- whole!" "Sorry," replied the guy. "He eats everything in sight, the little bastard. I'll pay for everything." The man finishes his drink, pays and leaves. Two weeks later, he's in the bar with his pet monkey, again. He orders a drink, and the monkey starts running around the bar. The monkey finds a maraschino cherry on the bar. He grabs it, sticks it up his ass, pulls it out and eats it. The bartender is disgusted. "Did you see what your monkey did now?" he asks. "Yeah," replies the guy. "He still eats everything in sight, but ever since he swallowed that cue ball, he measures stuff first."

Hammie

A man had been drinking at the bar for hours when he mentioned something about his girlfriend being out in the car. The bartender, concerned because

it was so cold, went to check on her. When he looked inside the car, he saw the drunk's buddy, Pete, and his girlfriend going at it in the backseat. The bartender shook his head and walked back inside. He told the drunk that he thought it might be a good idea to check on his girlfriend. The drunk staggered outside to the car, saw Pete and his girlfriend entwined, then walked back into the bar laughing. "What's so funny?" the bartender asked. "That damned Pete!" the drunk chortled, "He's so drunk, he thinks he's me!"

FU R.J.

Three women are out clubbing and they spot a club that says, "Women Only." Since they are without their boyfriends and husbands, they decide to go in. The first floor has a sign on the door that reads, "All men here are short and plain." The women laugh and continue up to the second floor. The sign reads, "All men here are tall and plain." Still this isn't good enough, and the women proceed to the third floor. "All men here are short and handsome." The women still want more and go to the fourth floor, where the sign reads, "All men here are tall and handsome." This is perfect and the women are preparing to go in, when they realize that there is still one more floor. They go up one floor and read the sign. "There are no men here. This floor is built only to prove that there is no way to please a woman."

Jack

Four friends spend weeks planning the perfect desert camping and riding trip. Two days before the group is to leave Rob's wife puts her foot down and tells him he isn't going. Rob's friends are very upset that he can't go, but what can they do. Two days later the three get to the camping site only to find Rob sitting there with a tent set up, firewood gathered, and supper cooking on the fire. "Dang man, how long you been here and how did you talk your wife into letting you go?" "Well, I've been here since yesterday. Yesterday evening I was sitting in my chair and my wife came up behind me and put her hands over my eyes and said 'guess who?'" I pulled her hands off and she was wearing a brand new see through nightie. She took my hand and took me to our bedroom. The room had two dozen candles and rose pedals all over. She had on the bed, handcuffs and ropes! She told me to tie and cuff her to the bed and I did. And then she said, "now, you can do whatever you want."So here I am.

Flip

A fifteen year old Amish boy and his father were in a mall. They were amazed by almost everything they saw, but especially by two shiny, silver walls that could move apart and then slide back together again. The boy asked, "What is this Father?" The father (never having seen an elevator) responded, "Son, I have never seen anything like this in my life, I don't know what it is." While the boy and his father were watching with amazement, a fat old lady in a wheel chair moved up to the moving walls and pressed a button. The walls opened, and the lady rolled between them into a small room. The walls closed, and the boy and his father watched the small numbers above the walls light up sequentially. They continued to watch until it reached the last number, and then the numbers began to light in the reverse order. Finally the walls opened up again and a gorgeous 24-year-old blond stepped out. The father, not taking his eyes off the young woman, said quietly to his son..... "Go get your Mother."

A.E.

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